

Scale AVIATION Modeller International

North American Fury

by Richard J. Caruana



**Save Money
on Kits!**
see page 649

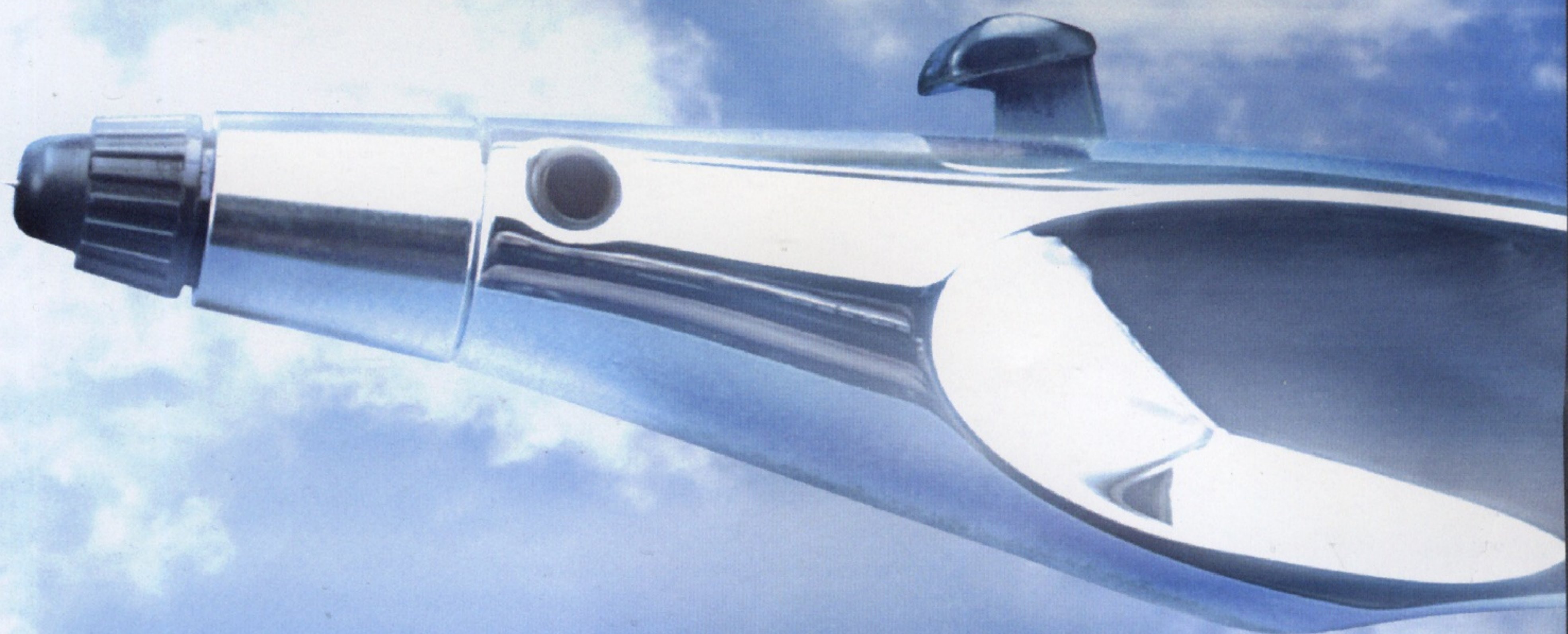
**Hawker P.1127
Curtiss BFC-2
Lockheed TF-104C
Rep. P-47D Thunderbolt
D.H. Hornet**



Volume 9 Issue 7 July 2003 £3.50



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editorial

Same old problem!

Sounds like a good bi-line of an editorial, as it seems as if it is the sort of thing you need to visit the chemist about, but for me it is always the same old thing, writing an editorial! Each month I sit here in front of a blank screen and try and think about what I will write this month. Problem is you have very stringent parameters to follow if you are writing in a title like ours. After all, it is read by thousands of people worldwide each month and, though I have never seen myself as anything other than a modeller, you do have to be 'professional' in how and what you write. I could 'go off on one' as many say, or have a 'senior moment' and wander off down memory lane, but for me each month I really just want to pass on a few comments, ask a few things and say how much we appreciate you buying and reading Scale Aviation Modeller each month,

boring hey?

And here I am, still wondering what to write...

Let's take the time to pass on thanks to all our contributors this month and to bid fond farewell to Wayne Harris from the review team. Wayne's work and home life have demanded too much of his time of late to build reviews for us as well. So many thanks Wayne, you did a great job in the short time you were with us and I am sure I join everyone in wishing you well and hoping that maybe one day, your work will allow you to rejoin us. With that in mind, I should also like to take the opportunity to ask if there are any new potential reviewers and contributors out there? I could do with some more reviewers working in the more esoteric subjects, inter-war, WWII, civil sports aircraft, gliders and other 'odd ball' but not

mainstream (e.g. not military) subjects. I especially could do with those of you working in the limited run mediums like resin, plastic, metal etc. While here, I should also state that if there are any article authors out there who can do feature articles on any of these subjects, especially WWI and interwar biplanes in resin etc, then please get in touch. Anyone interested in potential contributions should get in touch with Lynette at Lever24@aol.com or write to her via PO Box 426, Bedford, MK43 0WF.

Well, now that is that out of the way maybe I should finish off with a 'thought for the day' in the form of a little confession. Ever had one of 'those' years modelling wise? Well

over the past 12 months I can safely say I have. Nothing has gone to plan (well, only to the 'badly' plan) and all my best efforts have gone pear shaped. I had lots of plans for modelling in 2002 and 2003 and thus far none of it has come to fruition. I am quickly joining the PBBSB (Partially Built, But Still in the Box) club and as a result have found myself wanting to return to my main area of interest. Yes, I know, I build Axis WWII stuff in 1/48th scale and who doesn't, but it is 'home' to me and who knows I may actually complete something one of these days.

I feel the need for inspiration, or maybe it is just motivation with a big stick that I really need!

Until next month.

Richard A. Franko
Group Editor
SAM Publications

news update



1/72nd



Having already released the standard Defiant Mk I, MPM will soon following this up with the night fighter NF Mk II version (#72519).



1/48th

Apparently this firm, although still having 'problems', is now under new management and plans are now being made to complete work on some of the new toolings they had planned. Thus far just the Polikarpov I-15 and Curtiss P-40F are mentioned, but we will keep you updated.

Aviatech

1/48th

A new name to us, this firm's first resin kit came out in late May and was of the Yak-18T (#4801/£39.99).



1/48th



Reissued in a revised form is the Panavia Tornado from Airfix in this scale. It now depicts a GR.4/4A (#08105) and costs £19.99.

ANIGRAND
CRAFTS WORK

1/72nd

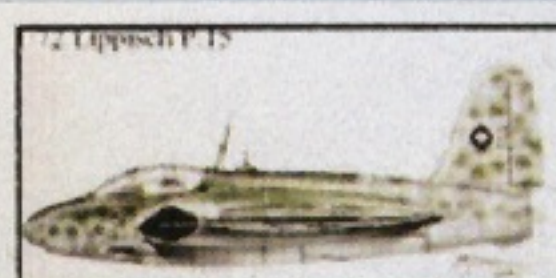
The odd looking Doak VZ-4DA V/STOL research aircraft (#7208) is the subject of one of the most recent kits from Anigrand and it retails for £27.45 in the UK.

Sram

1/44th

The most recent resin kit from Sram was the Albatros C.III (#40D/£11.05) which comes complete with decals.

ALLIANCE
models



1/72nd

Most recent release from this manufacturer was the Lippisch P.15 (#72022/£17.70), which is in fact the Airmodel kit with decals added.



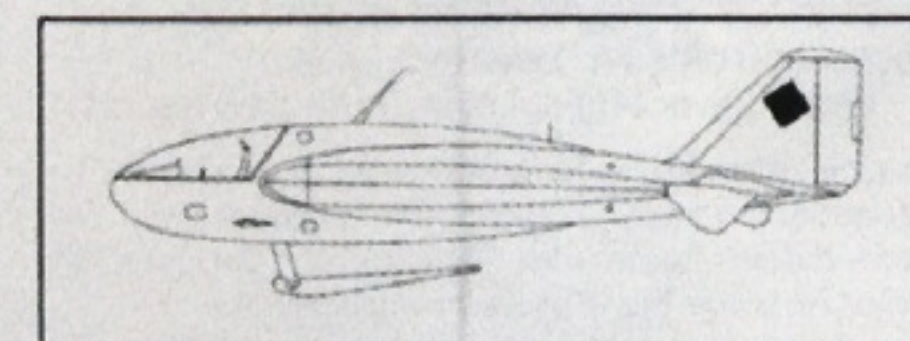
Also now available from them is the WACO UPF-7 (#72024/£17.70) which is ex-CzechMaster but with new decals.

ACADEMY
HOBBY MODEL KITS

1/48th

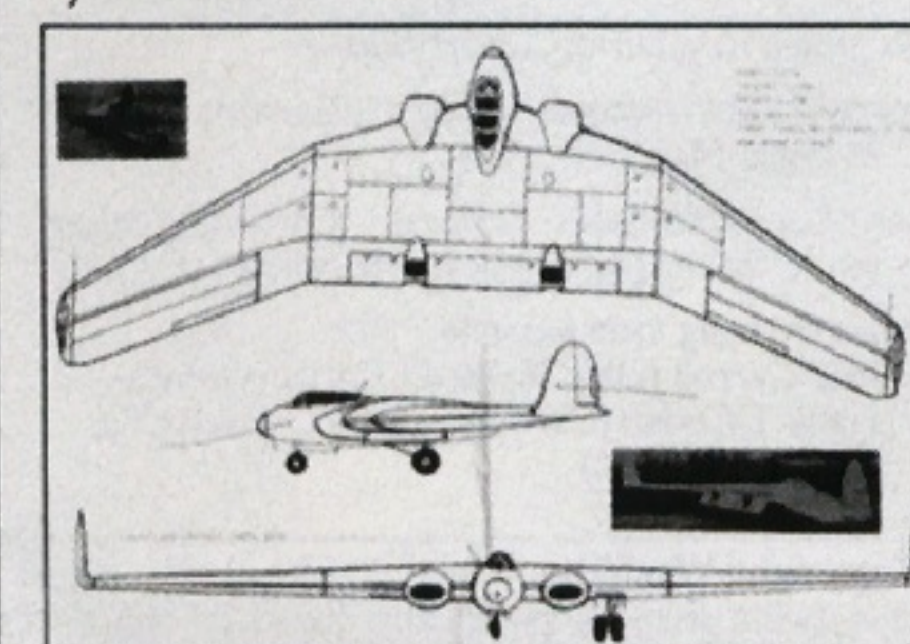
Now, don't be fooled, the P-38 recently released by this manufacturer is not just a reissue, it is a lot more. For all of you with the various

previous boxings of this kit, please note that this new one from Academy combines the lot in one box for £14.99! The kit (#2215) offers the P-38J, P-38J 'Droopsnoot', P-38L & F-5E with all the necessary parts and armament - what a bargain!



1/72nd

A new resin kit of the Lippisch P.13B (#113/£20.80) was recently produced by A&V.



This has been joined by an all-new kit of the Armstrong Whitworth A.W.52 flying wing (#080/£41.60).

Azur

1/72nd

Next up in this scale from Azur will be the GAL ST-25 Monospar (#A034).



1/32nd

Moving into this big scale, Azur will soon release their all-new kit of the Dewoitine D.520C.1 (#A040).

**EASTERN
EXPRESS**

1/142nd

Recently released by this manufacturer in this scale was the Tupolev Tu-334 (#14402/£9.99). An odd scale I know, but I think this kit originates from a German company?



1/72nd

Please note that the Antonov An-12 (#72305 & 72306) due from this firm is not based on the Roden tooling. Eastern Express are producing the An-12B, while Roden did the An-12BK, and apparently the Eastern Express example is a completely new tooling by them.



1/72nd

Two old Esci toolings have recently reappeared in the Italeri range. They are the Grumman EF-111A Raven (#1235/£9.99) and the BAe Sea Harrier FRS.1 (#1236/£5.99). The latter item will be well received, as it is still THE best Sea Harrier in this scale and has not been around for a number of years. Decals for No.700 Sqn, A Flight, RNAS Yeovilton 1979 and No.300 Squadron, Indian Navy, INS Vikrant, 1982 are included.

Welsh Models

1/144th

The Douglas DC-8-73CF Series (#106/£34.99) with Evergreen International and Flying Tigers decals is the most recent kit from this manufacturer.



1/72nd

Recent resin kits in this scale from LF included the Letov S.328F 'Finnish AF' (#7227/£17.15) which is the KP kit with a new resin fuselage, Caproni Ca.331 C.N. (#7251/£49.40), Caproni Ca.331 O.A. (#7252/£49.40), Curtiss R2C-1 (#7255/£20.40) and Curtiss R2C-2 floatplane (#7256/£20.40).



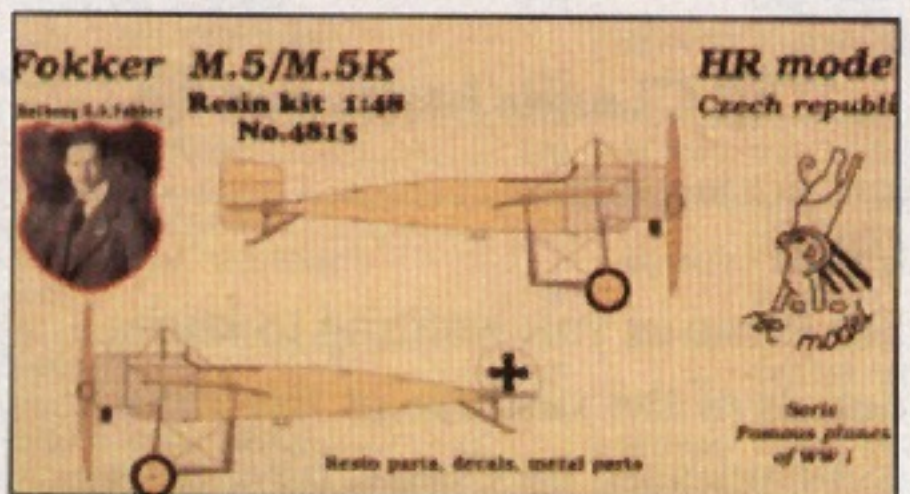
1/48th

The lovely little 1924 Pulitzer Race winning Verville-Sperry R-3 (#4807/£38.20) is the most recent resin kit in this scale from LF.



Noted in Japan recently was the announcement that a set of two kits comprising the BD-5 & BD-5J (#32107/¥1000) are due from this manufacturer. No scale is listed, but we suspect they are 1/72nd and based on the old LS tooling?

HR model



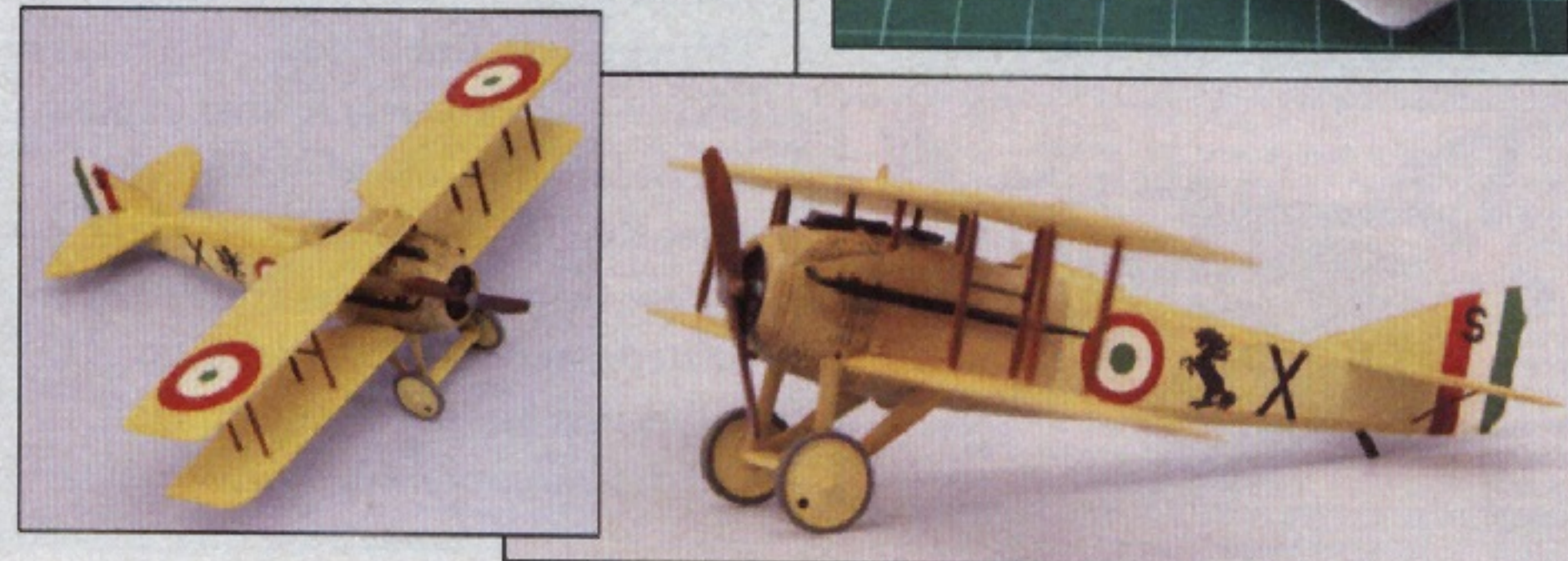
1/48th

The fifteenth resin kit in this scale from HR was released in late May. It depicts the Fokker M.5/M.5K (#4815) and costs £26.15.



1/72nd

The most recent limited-run kit in this range was the Spad VII C.1, which retails for £11.99.



1/144th

The all-new tooling of the F/A-18C Hornet (#4001/£2.99) became available in the UK during late May.

This should be followed by the all-new tooling of the Lockheed X-35B JSF (#04001/£2.99) and the Canadair Challenger CL604 (#04207/£6.99).

1/72nd

The only items due in this scale from Revell in the coming months will be the EH 101 Merlin HAS.1 'RN' (#04410/£13.99), which is the Italeri kit, and the Sea King Mk 41 with Skua missiles 'German Navy' (#04411/£12.99).

1/32nd

In the next few months you should



see the old P-38J kit (#04701/£14.99) reissued as well as the Panavia Tornado ECR (#04718/£34.99) with new Tiger Meet 2001/2002 decals.



1/72nd

Noted as having been reissued in Japan recently was the Tachikawa Ki-36 Kisaragi (#20002/¥350).

Listed for release in Japan during June are the T-38 Talon 'NASA' (#35256/¥2000) and TA-4J 'US Navy 75th Anniv. Golden Eagle' (#72145/¥2000). The former kit includes a stunning decal sheet with loads of NASA marking options on it.

These will be followed in July by the A-4E 'VC-5 Check Mate' (#72146/¥2200) and the CH-46 'US Marine Rescue' (#72147/¥2200).

Celebrating a Century of Flight! The Top 100 Poll

December 2003 marks the Centenary of the first powered flight and Scale Aviation Modeller International wants to celebrate it and is asking you, our readers, for your votes.

All you have to do is email (smpublications@comsam.co.uk), fax (+44 [0] 8707 333744) or write (SAM Publications, Media House, 21 Kingsway, Bedford, MK42 9BJ) telling us which aircraft types you consider to be the TEN most significant in the last 100 years. Alternatively, from April 6th you can fill out a form online at www.smpublications.com.

Richard J. Caruana has undertaken to produce colour side profiles of the top 100 types in accordance with these votes and these will appear in the December 2003 edition.

ALL VOTES MUST BE IN BY THE 31ST AUGUST 2003.



1/48th



The next two aircraft kits due in this scale will be the N.A. P-51D



Mustang '8th Air Force Ace' (#61089/¥2200) and the P-47D Thunderbolt 'Bubbletop' (#61090/¥2500). The former came out in Japan in late May, with the latter due in June. The P-51D will feature two new figures (one pilot [seated], and an officer [standing]) and decals for 'Big Beautiful Doll' and 'Glamorous Glennis'.



1/32nd

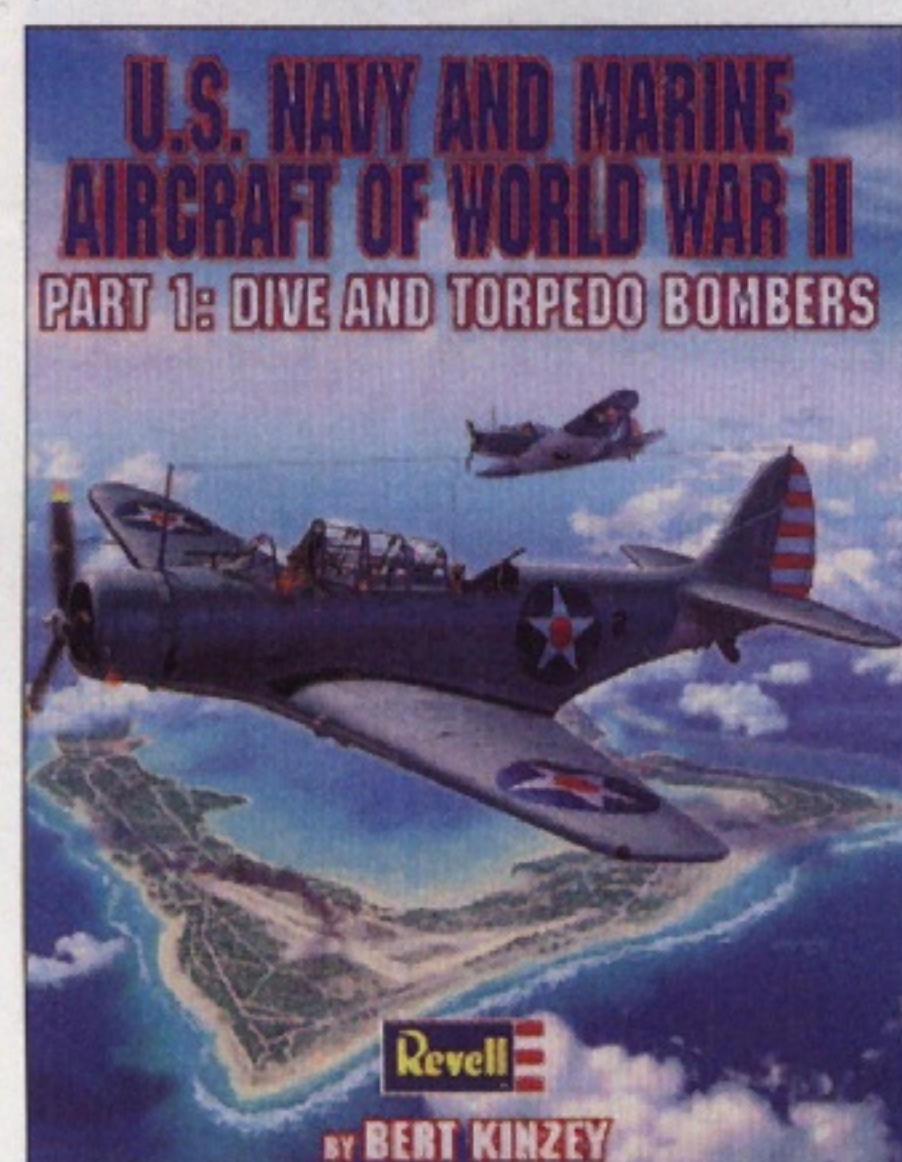


Due for release in this scale during May is the F-14A Tomcat 'VF-154 Black Knights' (#60313/¥12400). This kit has been 'updated', but all that's involved is the inclusion of the new

weapons sets from the 'Bunker Buster' F-15E and a new sprue of antennae etc. There are no modifications to the cockpit interior etc!



1/48th

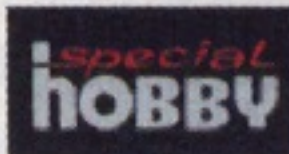


The recently reissued Douglas TBD-1 Devastator (#85-6875) is worth a mention here as it includes an excellent little 48 page book that has been produced for Revell-Monogram by Bert Kinzey of Detail & Scale. The booklet alone is worth the asking price, being packed with technical data and interior photographs of USN and USMC dive and torpedo-bombers of WWII, including the Helldiver, Devastator, Vindicator, Dauntless and Avenger to name a few. If you get the chance to buy one, don't miss it.



1/48th

Due for reissue during June and July respectively in Japan are the Nakajima Kikka with Ne 20 Jet engine (#FB-10SP/¥4800) and the Mitsubishi J8M Shusui now as the 'Nagoya Museum Replica Model' (#FB-06SP/¥3400).



1/72nd



The next two kits due in this range will be the Vultee Vengeance Target

Tug (#SH72042) and the Curtiss Hawk 75M/N/O (#SH72051).



Note that this range is now being officially imported into the UK by Amerang Ltd



1/144th

Next up in this scale from Panda is the B-1 Lancer 'Operation Desert Fox' (#40003/¥1200) which should be available by the time you read this.

1/48th

Released in Japan in early May was the F-35 'NATO Fighter' (#48003/¥2000).

1/35th

The next kit due for release in this scale will be the UH-1N Gunship (#35009/¥3300) in July 2003.



1/200th

This Japanese manufacturer has announced that they intend to release all-new injected kits of the Lockheed P-3 Orion 'JMSDF' (#PB6/¥4800) and Lockheed L-1049 Super Constellation (#PB-7/¥4800) during June 2003. They will be followed by the Lockheed L-1011 'Pan Am', although we have no further details as yet on this item.



1/72nd

We have noted in Japan that this firm

are listing resin kits of racers 'Dago Red' Reno 1995 (#KR-2/¥8800) and 'Critical Mass' (#KR-3/¥8800), both of which I am sure we saw listed under another manufacturer during 2002?



1/144th



At last Sweet are listing a model of the Zero in this scale. It will be the Mitsubishi A6M2 Zero (#14107/¥1000), although it is not listed for release until October 2003.



1/72nd

Three UAVs have been produced as resin kits in this scale by Unicraft recently and they are the RQ-2 Pioneer (#7251/£17.60), RQ-3 DarkStar (#7253/£29.40) and the RQ-5 Hunter (#7255/£29.40).



1/48th

For those of you wanting to know, details of the versions of the Meteor to be released by Classic have now been finalised. There will be an F.8, F.4, T.7 and NF.11/13. This series will start with the F.8 in June and will be followed (in no order) by the other versions.



1/144th

The all-new kit of the H6K5 Type 97 flying boat will be released in this scale during June. This kit will be £9.50 in the UK.

1/48th

Arriving in the UK on the last day of May was the all-new tooling of the Savoia-Marchetti SM.79 (#2817), which retails for £32.95. Initial inspection shows this to be a good kit, albeit that the fabric effect is a bit suspect in areas and the upper gun position does not feature separate covers (shame!). Other than that it looks good.

1/32nd

The long-awaited F-105s in this scale from Trumpeter are scheduled for release in July 2003. These will comprise the F-105D Thunderchief (#02201/¥10500) and F-105G Wild Weasel (#02202/¥10500), each with a retail price of approx £60 in Japan.

1/24th



The next kit due for release in this scale is the Mitsubishi A6M2b Zero Model 21 (#02405/¥10800), which should be out in the Far East by the time you read this. Initial inspection of the built-up example at Shizouka looked good, but the engine cowling is a simple tube shape... oh dear!



Trumpeter also intend to release three decal sheets for this machine. They are currently simply listed as 'Zero 21 Pearl Harbor Decal #1' (#10001/¥1000), 'Zero 21 Pearl Harbor Decal #2' (#10002/¥1000) and 'Zero 21 Pearl Kaminoike FG Decal' (#10003/¥1000) and they should all be out at the same time as the kit.

1/200th

The only new item to be released in this scale in the UK during the last month has been the Airbus A320 'Air France' (#10644/£11.99).

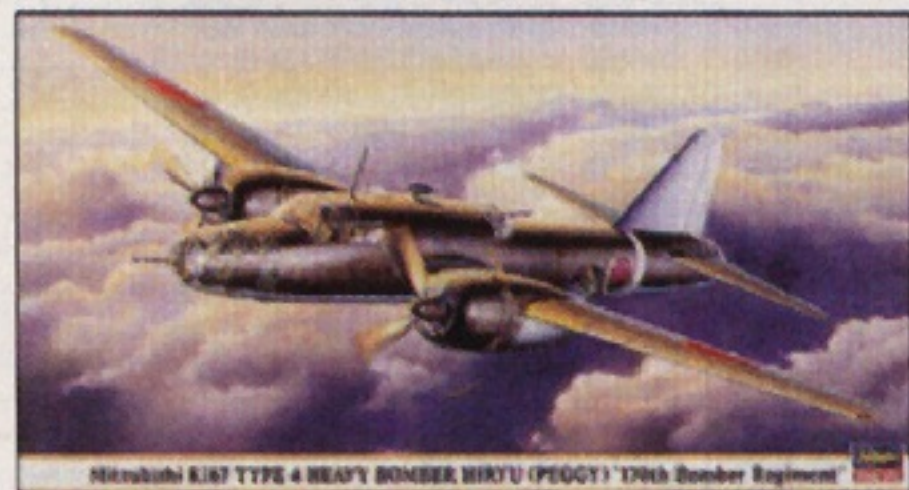
Items due in this scale in Japan during June will be the Boeing 747-400 'ANA' (#10702/¥1800) and the Boeing 777-200 'ANA' (#10704/¥1800).

These will be followed in July by the Boeing 727-200 'American Airlines' (#10646/¥1400) and the Space Shuttle Orbiter (#10730/¥1000).

1/72nd

Kits released by Hasegawa in this scale in the UK during May included the Focke-Wulf Fw 190A-5 'J.Priller' (#00607/£9.99), Nakajima Ki43-II Oscar '54th Flight Regiment' (#00608/£9.99), Spitfire Mk IX 'No.316 Sqn' (#00609/£9.99), Nakajima Ki44-II Shoki 'Mainland Defence' (#00610/£9.99), F-16C 'Wisconsin ANG' (#00611/£9.99), Sukhoi Su-27 Flanker 'European Victory Memorial' (#00614/£24.99), Mitsubishi Ki-67 Type 4 Hiryu '170th

Bomber Regiment' (#00615/£19.99), Mitsubishi A6M2b Zero Type 21 'Shokaku Fighter



Group' (#00616/£9.99), P-51D Mustang 'IDF' (#00617/£9.99) and F-110A Phantom II (#00618/£15.99).

Released in Japan during May were the F-14D Tomcat 'VF-2 Bounty Hunters' (#00626/¥2600), F-16C 'Wolf Pack 2002' (#00631/¥1300), Mitsubishi A6M5c Zero Type 52Hei 'Jinrai Squadron' (#00628/¥1400), Messerschmitt Me 262A 'Galland' (#00627/¥1400), N.A. Mustang Mk IV 'Hunsdon' (#00629/¥1400) and Nakajima A6M2-N Type 2 [Rufe] 'Takuma Flying Group' (#00630/¥1600).

Scheduled for release in Japan during June are the Nakajima Ki-84 Hayate [Frank] '47th Flight Regiment' (#00633/¥1400), Grumman Hellcat Mk II 'Fleet Air Arm' (#00634/¥1400), Nakajima B5N2 [Kate] 'Midway' (#00635/¥1400) and McD D F-15J Eagle 'Aggressor' (#00636).

These will be followed in July by the CF-104 & CF-104D 'Starfighters' [two kits in one box] (#00632/¥2400), McD D F-4B/N 'MiG Eater' (#00640/¥2400), Panavia Tornado F Mk 3 'Regia Aeronautica' (#00641/¥2400), McD D AV-8B 'Italian Navy' (#00642/¥1400) and LTV F-8E Crusader 'Sundowners' (#00643/¥1400).

1/48th

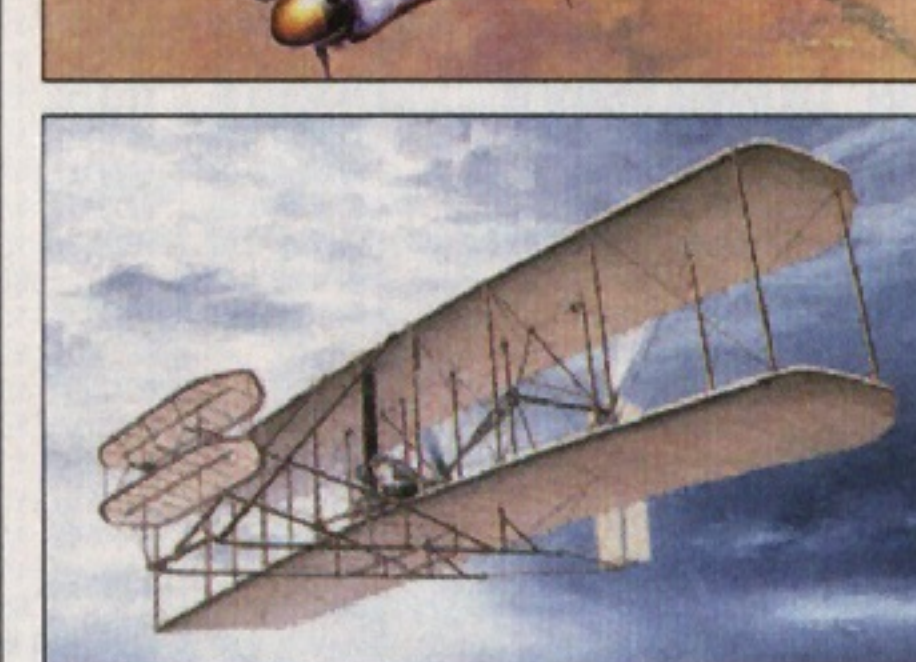
Kits released by Hasegawa in this



scale in the UK during May included the Nakajima Ki43-II Oscar (#09467/£15.99), Messerschmitt Bf 109G-10 'Reich Defense' (#09468/£15.99), Hellcat Mk II 'Royal Navy' (#09469/£16.99), Hurricane Mk I (#09470/£16.99), F-15A/C Eagle 'IDF' (#09471/£28.99), V.S. Spitfire Mk IX 'Continental Spitfire' (#09473/£15.99), F-104G Starfighter 'Vikings' (#09475/£17.99), Nakajima Ki-84 Type 4 Hayate '29th Flight Regiment' (#09476/£15.99), P-47D Thunderbolt '65th Fighter Squadron' (#09477/£16.99) and AU-1 Corsair 'French Navy' (#09478/£19.99).

Due for release in Japan during June are the Nakajima Ki-43-II Hayabusa [Oscar] 'Flight Training Regiment' (#09491/¥2400) and F-15C Eagle '58th Fighter Squadron' (#09492/¥4600).

Scheduled for release in Japan during July are the all-new Mitsubishi F-2A (#PT27/¥2600) plus the Messerschmitt Bf 109G-2/Trop 'Black 6' (#09499/¥2400), Lockheed CF-104 'Starfighters' (#09490/¥2800), Hawker Hurricane Mk I 'Night Fighter' (#09494/¥2600), Mitsubishi A6M3 Zero Type 22 Koh '261st Flying Group' (#09495/¥2400),



McD D A-4L Skyhawk (#09496/¥2600) and Messerschmitt Bf 109G-6 'Rumanian Air Force' (#09497/¥2400).

1/32nd

The only new item to be released in this scale in the UK during May was the Focke-Wulf Fw 190D-9 (#ST19/£24.99) and this was joined by the reissue of the F-86F-40 Sabre 'JASDF' (#08137/£25.99).

The only item in this scale due for release in Japan during June is the Grumman F6F-5N Night Hellcat 'VMF(N)-541' (#08139/¥3400).

In July the Focke-Wulf Fw 190D-9 'late version' with wooden tail (#08140/¥4200) will be released.

1/16th

Well timed for the 100 years of flight celebrations, the Wright Flyer (#ZX4/£129.99) was reissued in the UK during late May.



NEW

HAWKS



Red Arrows Hawk
1:48



BAe Hawk 100
1:48

RELEASE DATE: End July 2003

PLUS NEW MOSQUITOS



DH Mosquito
NF30 / B Mk XVI



Release Date: End July 2003

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previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



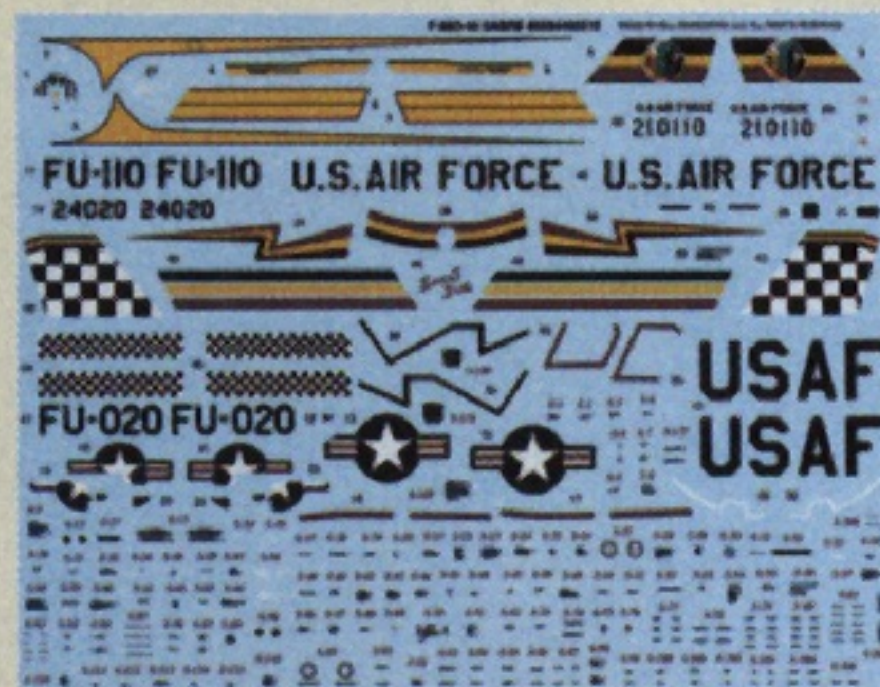
Lockheed P-38 Lightning

Scale: 1/48th Kit No: 2155
Price: £14.99 Panel Lines: Recessed ✓
Status: Combined Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 156 (Grey), Clear 17, Rubber 3
Decal Options: 4
Manufacturer: Academy
Importer: Toyway



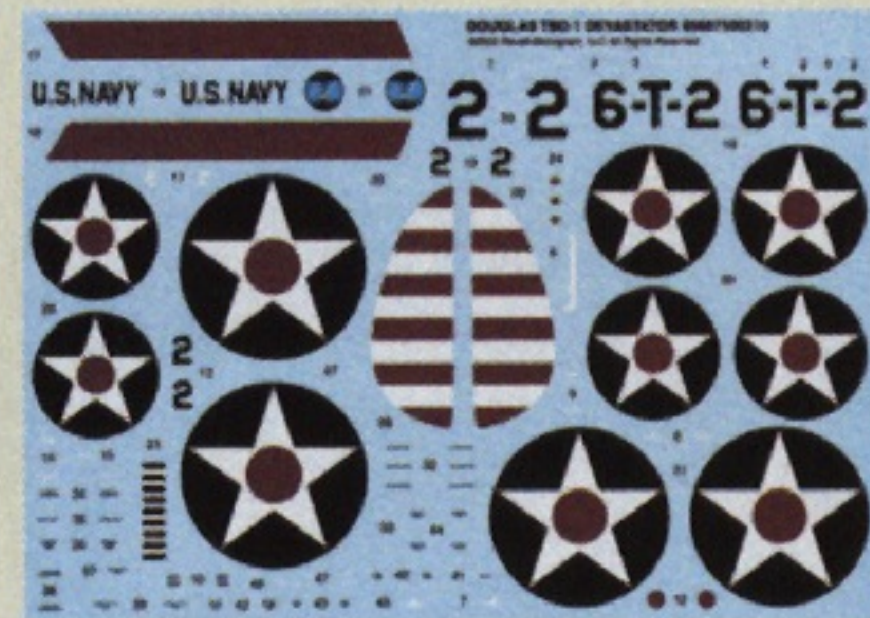
North American F-86D Sabre Dog

Scale: 1/48th Kit No: 85-5844
Price: £TBA Origin: Revell AG (Germany)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 86 (Grey), Clear 11
Decal Options: 2
Manufacturer: Revell-Monogram LLC
Note: This item may not be readily available outside of the USA.



Douglas TBD-1 Devastator

Scale: 1/48th Kit No: 85-6875
Price: £TBA Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 71 (Grey), Clear 10
Also Includes: 48 Page Book
Decal Options: 2
Manufacturer: Revell-Monogram LLC
Note: This item may not be readily available outside of the USA.



Boeing 737-800 with winglets 'Air Berlin'

Scale: 1/144th Kit No: 04202
Price: £9.99 Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 60 (White), Clear 3
Decal Options: 2 (Air Berlin & Sobelair)
Manufacturer: Revell AG
Importer: Revell AG (UK Branch)



Martin B-26B/G Marauder

Scale: 1/48th Kit No: 04525
Price: £13.99 Origin: Monogram (USA)
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 86 (Dark Green), Clear 16
Decal Options: 2 (USAAF & French AF)
Manufacturer: Revell AG
Importer: Revell AG (UK Branch)



Northrop F-5E Tiger II

Scale: 1/72nd Kit No: 02020
Price: £3.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 73 (Grey), Clear 2
Decal Options: 2
Manufacturer: Airfix



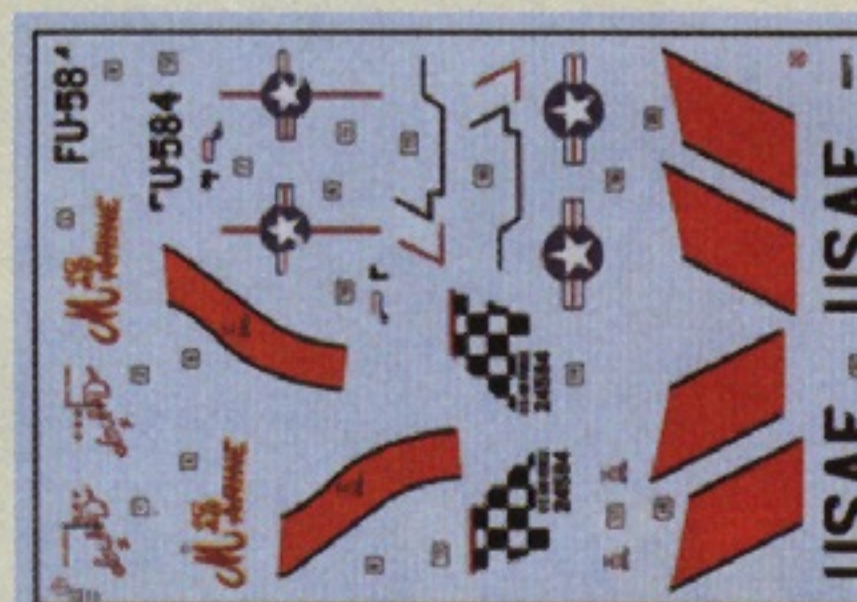
Kawasaki Ki-61-I Tony '244th Air Regiment'

Scale: 1/72nd Kit No: FP26
Price: £16.75
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 56 (Grey), Clear 3, Brass 2 (Gun Barrels)
Also Includes: Full 'camouflage' decals for wings and fuselage!
Decal Options: 2
Manufacturer: Fine Molds
UK Importer: Arba Products



North American F-86F Sabre

Scale: 1/72nd Kit No: 02036
Price: £3.99
Origin: Heller (France)
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 54 (Aluminium), Clear 4
Decal Options: 2
Manufacturer: Airfix

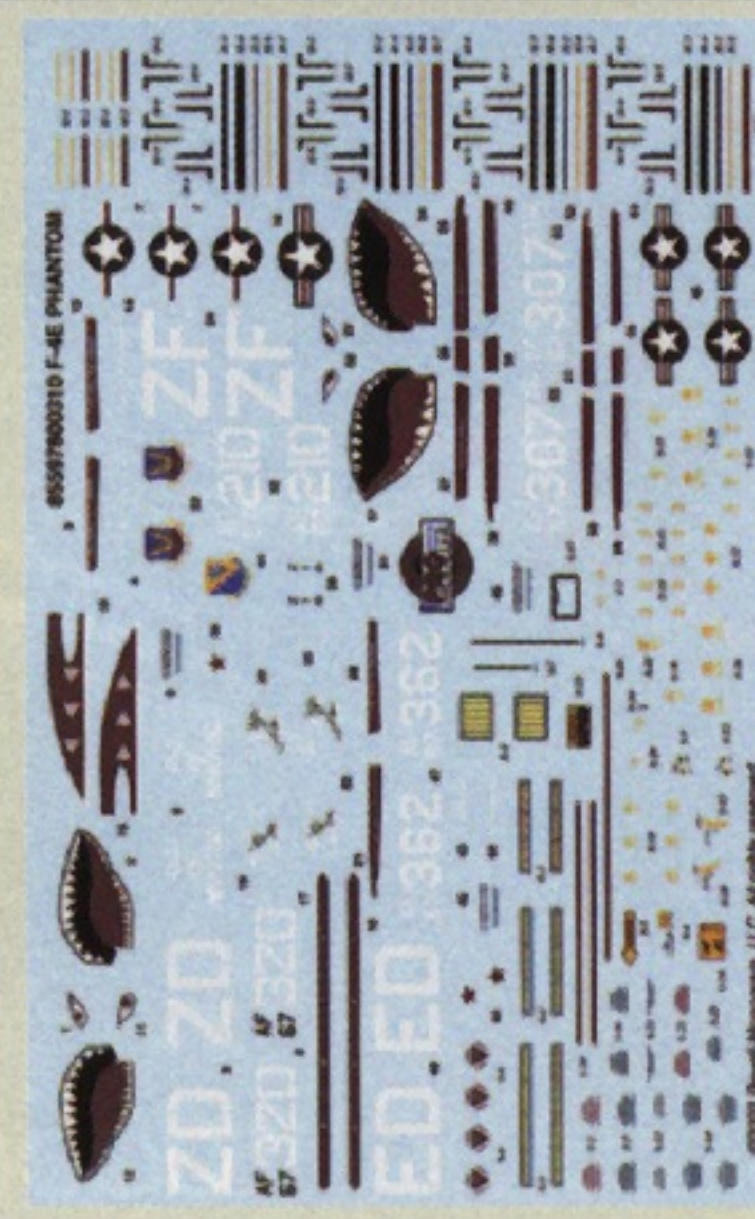
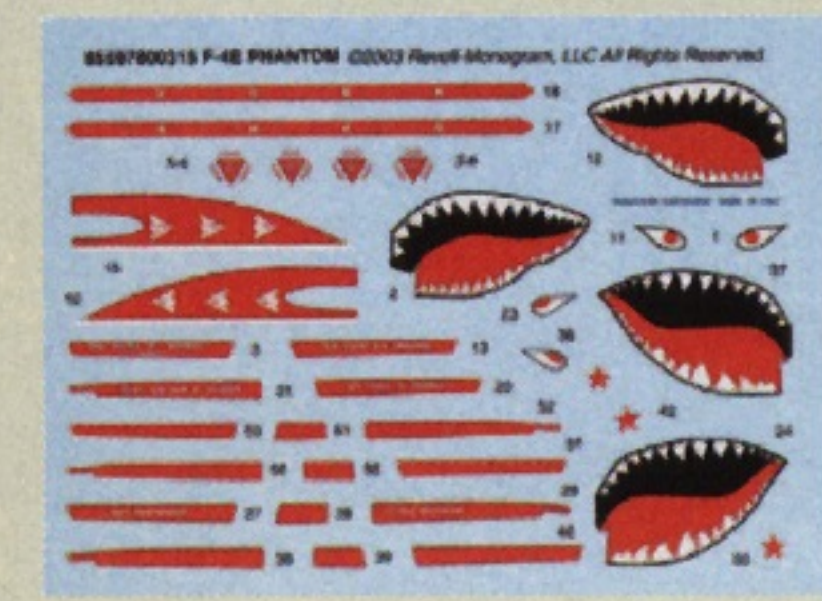


F-4E Phantom

1:48

McDD F-4E Phantom

Scale: 1/48th Kit No: 85-5978
Price: £TBA Origin: Hasegawa (Japan)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 128 (Grey), Clear 14
Decal Options: 4
Manufacturer: Revell-Monogram LLC
Note: This item may not be readily available outside of the USA.





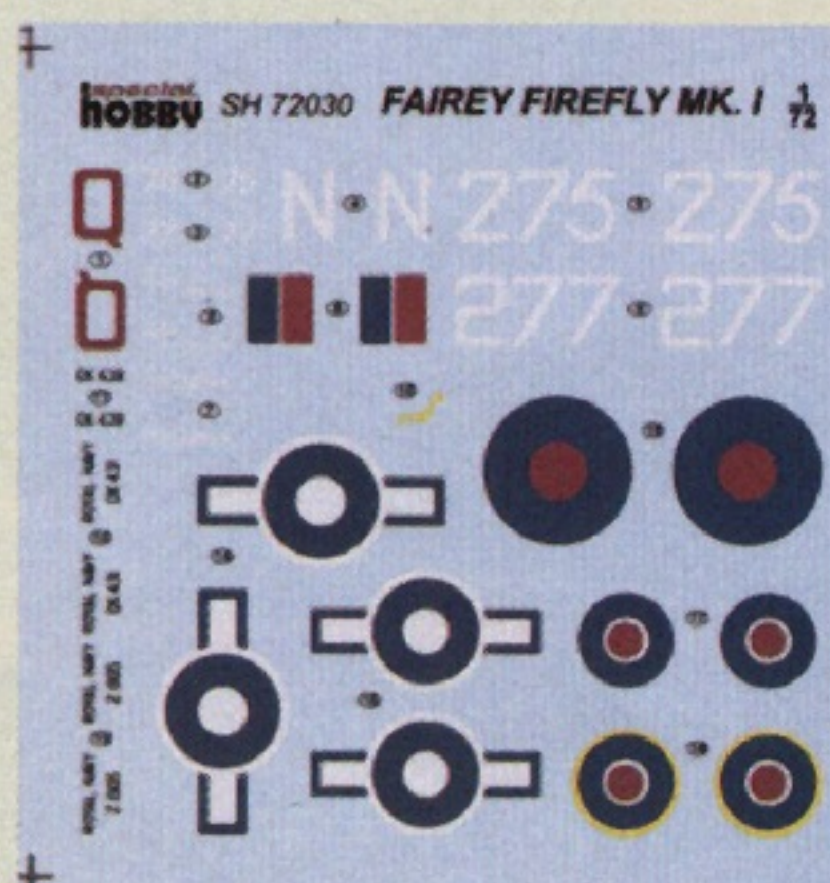
DFS 230A

Scale: 1/48th Kit No: SH 48014
Price: £TBA Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 58 (Dark Grey), Resin 9, Etched 8, Clear 21
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants



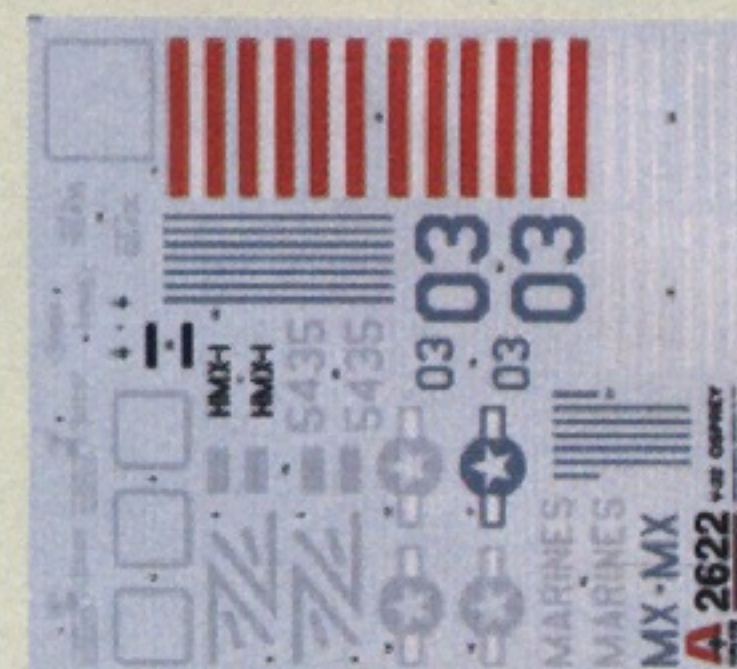
Fairey Firefly Mk I

Scale: 1/72nd Kit No: SH 72030
Price: £TBA Production: Limited
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 38 (Dark Grey), Resin 51, Etched 11, Clear 2
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



V-22 Osprey

Scale: 1/48th
Kit No: 2622
Price: £14.99
Panel Lines: Raised ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 165 (Grey), Clear 9 [Smoke Tinted]
Decal Options: 1
Manufacturer: Italeri S.p.A.
UK Importer: The Hobby Company Ltd



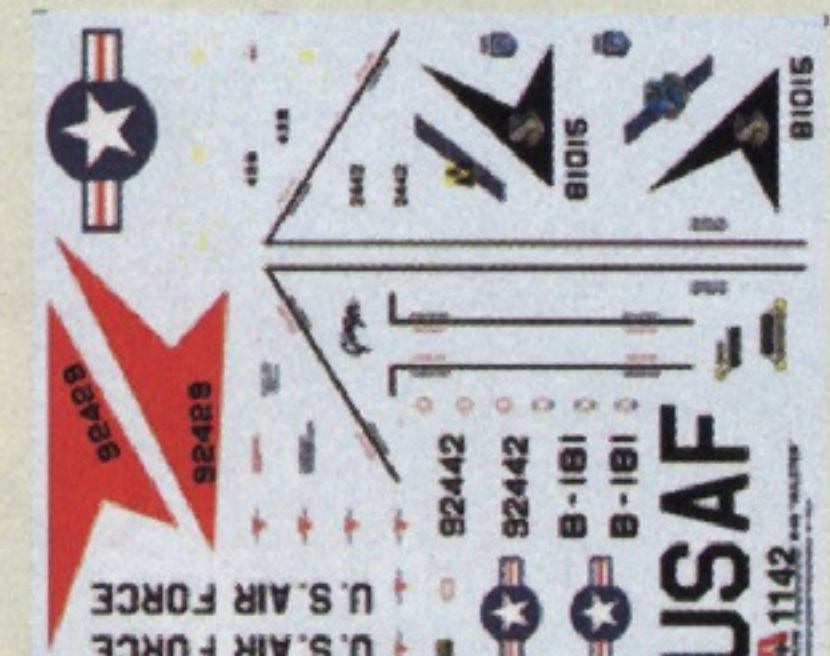
Grumman Gulfstream III

Scale: 1/72nd
Kit No: MS-85
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Vac-formed & Limited-Run Injection Moulded Plastic
Components: Plastic 46 [Inj], 50 [Vac], Clear 5
Decal Options: 1
Manufacturer: Broplan
UK Importer: Aeroclub



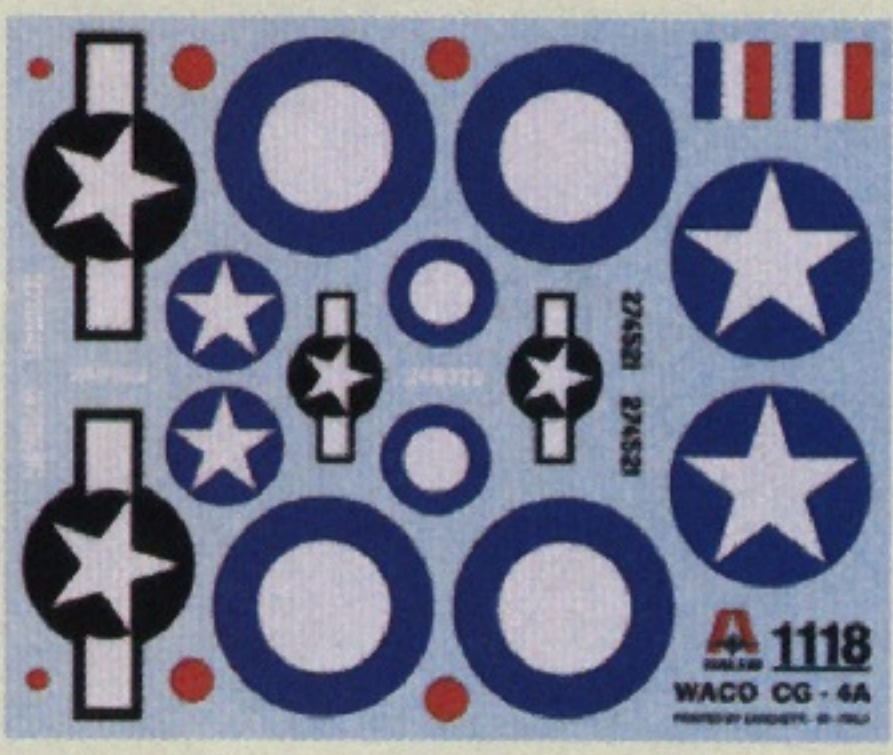
Convair B-58 Hustler

Scale: 1/72nd Kit No: 1142
Price: £12.99 Panel Lines: Recessed ✓
Status: Reissue ✓
Production: Limited Edition
Type: Injection Moulded Plastic
Components: Plastic 110 (Grey), Clear 6
Decal Options: 1
Manufacturer: Italeri S.p.A.
UK Importer: The Hobby Company Ltd



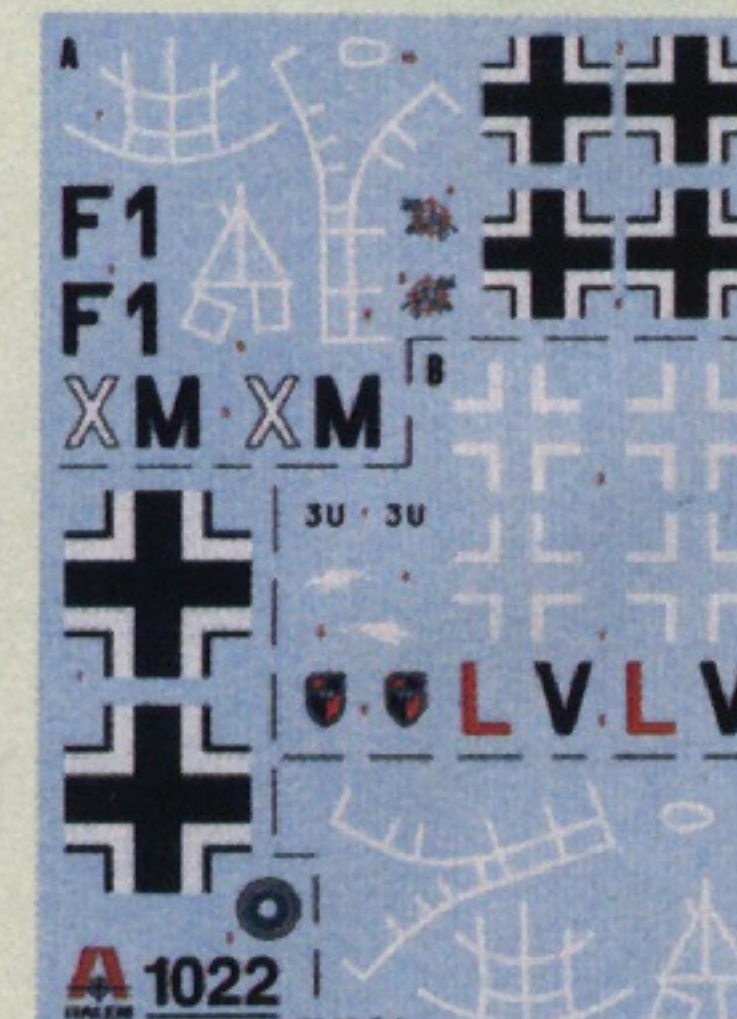
Waco CG-4A Hadrian

Scale: 1/72nd
Kit No: 1118
Price: £9.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Production: Limited Edition
Type: Injection Moulded Plastic
Components: Plastic 134 (Grey), Clear 12
Decal Options: 3
Manufacturer: Italeri S.p.A.
UK Importer: The Hobby Company Ltd



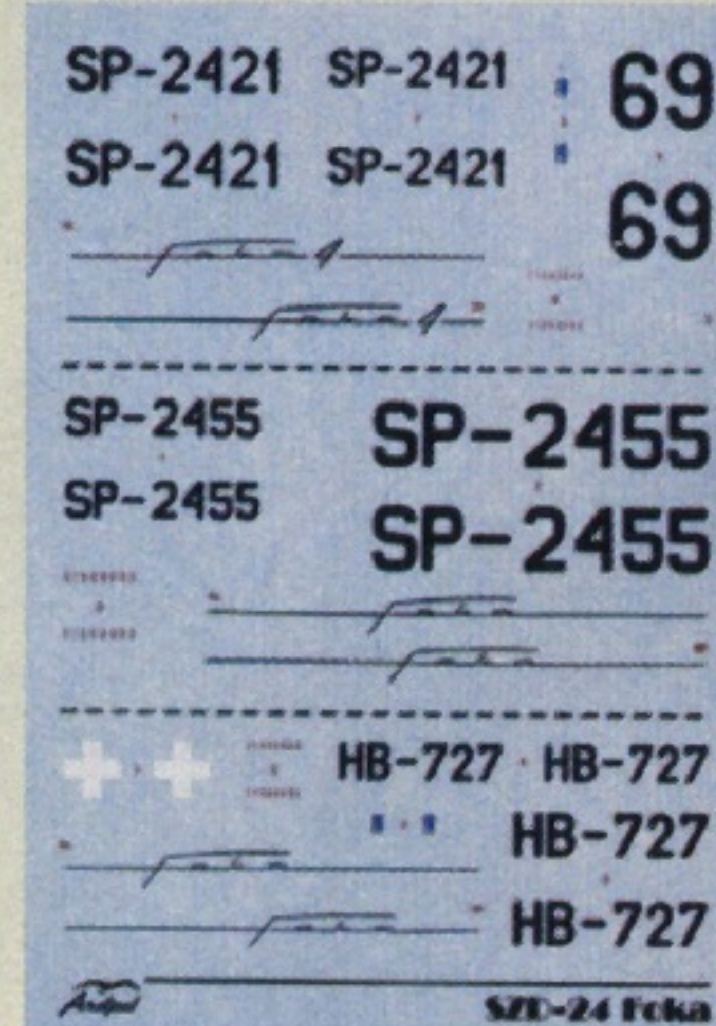
Junkers Ju 88C-6

Scale: 1/72nd Kit No: 1022
Price: £9.99 Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 94 (Grey), Clear 5
Decal Options: 2
Manufacturer: Italeri S.p.A.
UK Importer: The Hobby Company Ltd



SZD-24 Foka 4

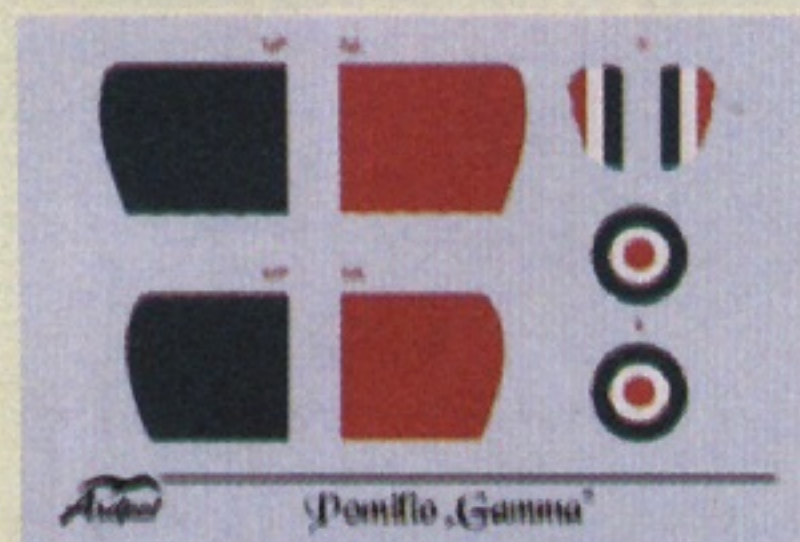
Scale: 1/48th
Kit No: 48-010
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear
Components: Resin 17, Etched 8, Clear 2
Decal Options: 3
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability





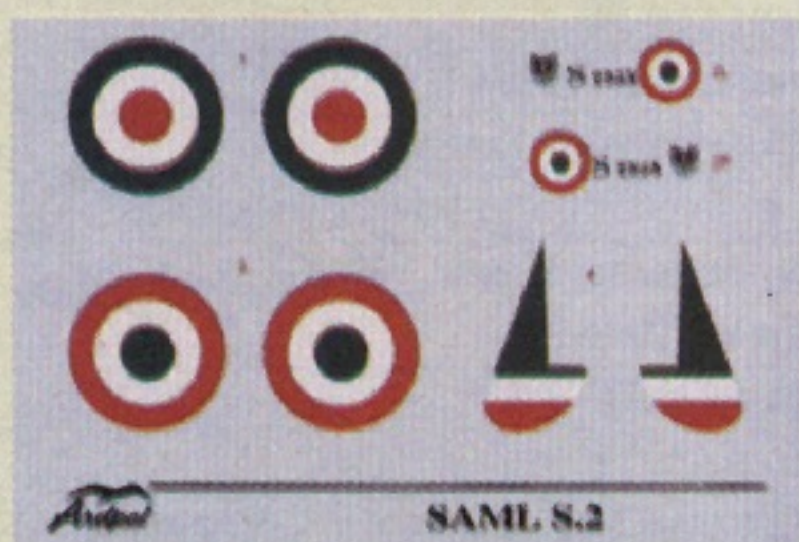
Pomilio Gamma

Scale: 1/72nd
Kit No: 72-039
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Etched Brass
Components: Resin 40, Etched 12
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



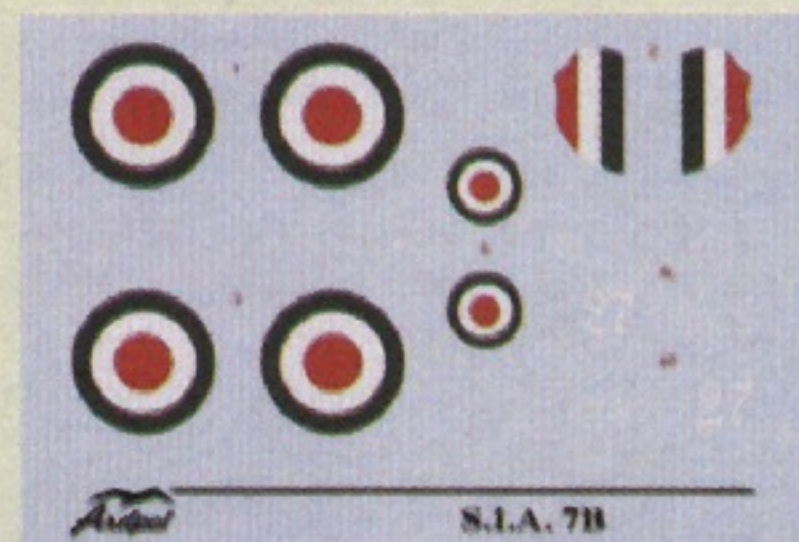
SAML S.2

Scale: 1/72nd
Kit No: 72-038
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Etched Brass
Components: Resin 47, Etched 24
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



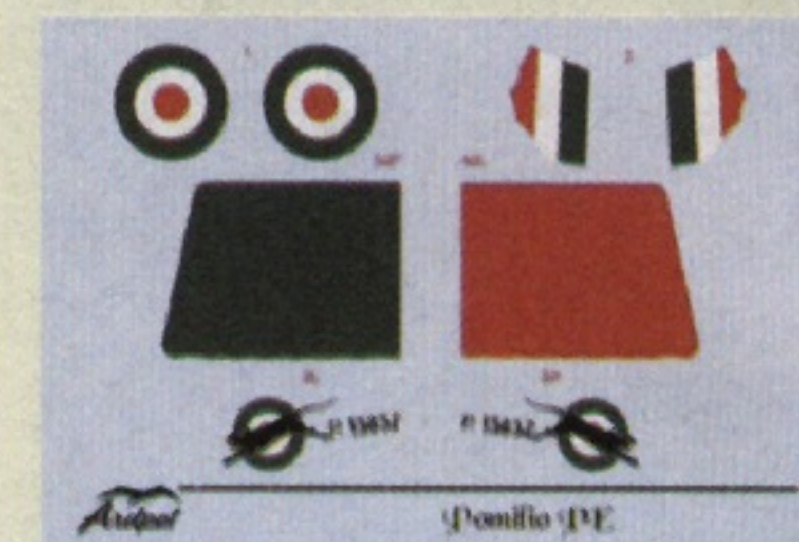
S.I.A. 7B

Scale: 1/72nd
Kit No: 72-037
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Etched Brass
Components: Resin 42, Etched 27
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



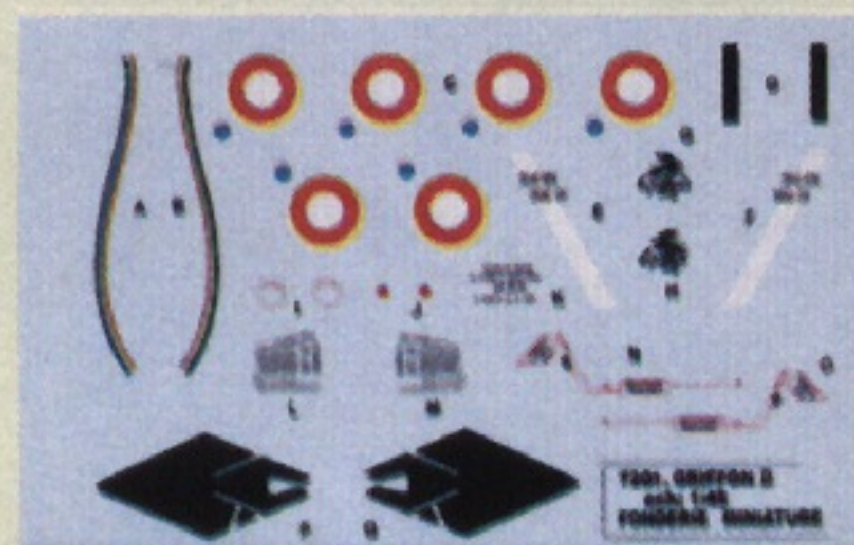
Pomilio PE

Scale: 1/72nd
Kit No: 72-036
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Etched Brass
Components: Resin 53, Etched 30
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



SNCASO Griffon II

Scale: 1/48th
Kit No: 6032
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, White-Metal, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 19 (Grey), Resin 8, Metal 17, Etched 27, Clear 2
Decal Options: 1
Manufacturer: Fonderie Minitaure S.A.R.L. (F.M.)
UK Importer: Hannants



Nord 1402 Gerfaut I

Scale: 1/72nd
Kit No: 7202
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, White-Metal, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 11 (Grey), Resin 3, Metal 7, Etched 30, Clear 2
Decal Options: 1
Manufacturer: Fonderie Minitaure S.A.R.L. (F.M.)
UK Importer: Hannants



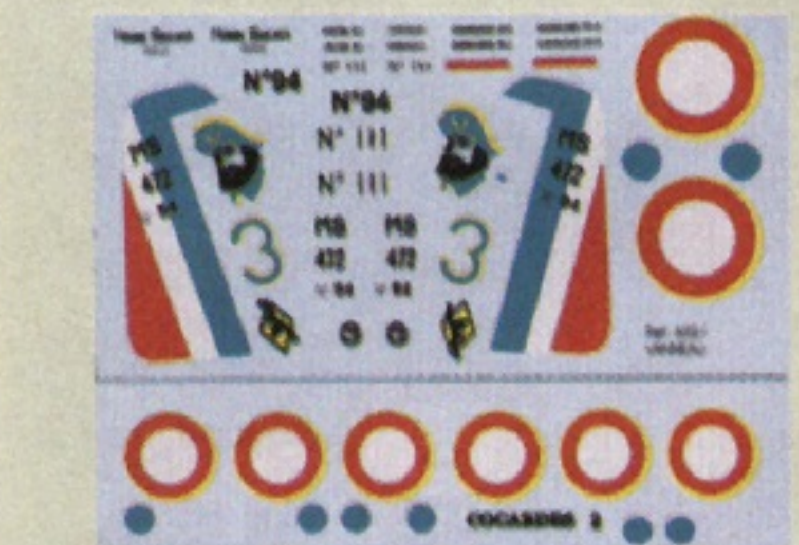
Morane-Saulnier MS.475 Vanneau

Scale: 1/48th Kit No: 6028
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, White-Metal, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 29 (Grey), Resin 8, Metal 24, Etched 14, Clear 6
Decal Options: 1
Manufacturer: Fonderie Minitaure S.A.R.L. (F.M.)
UK Importer: Hannants



Morane-Saulnier MS.472 Vanneau

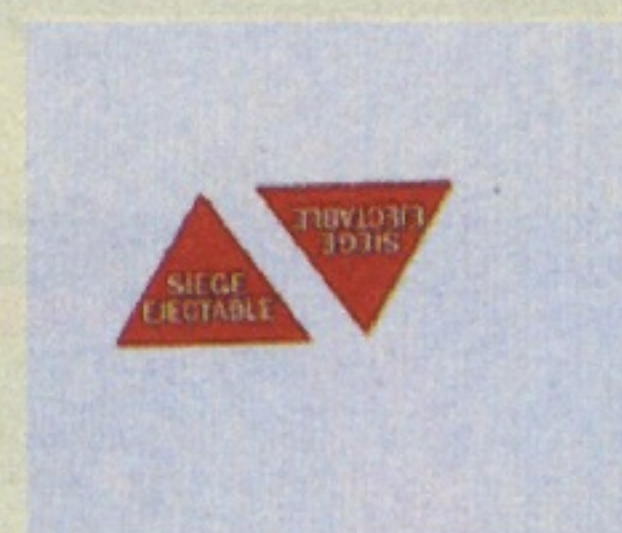
Scale: 1/48th
Kit No: 6027
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, White-Metal, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 31 (Grey), Resin 6, Metal 24, Etched 14, Clear 6
Decal Options: 1
Manufacturer: Fonderie Minitaure S.A.R.L. (F.M.)
UK Importer: Hannants



SE 2415 "GROGNARD"

SE 2415 Grognard

Scale: 1/48th
Kit No: 6033
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, White-Metal & Vac-formed Clear Plastic
Components: Plastic 11 (Grey), Resin 12, Metal 15, Clear 2
Decal Options: 1
Manufacturer: Fonderie Minitaure S.A.R.L. (F.M.)
UK Importer: Hannants



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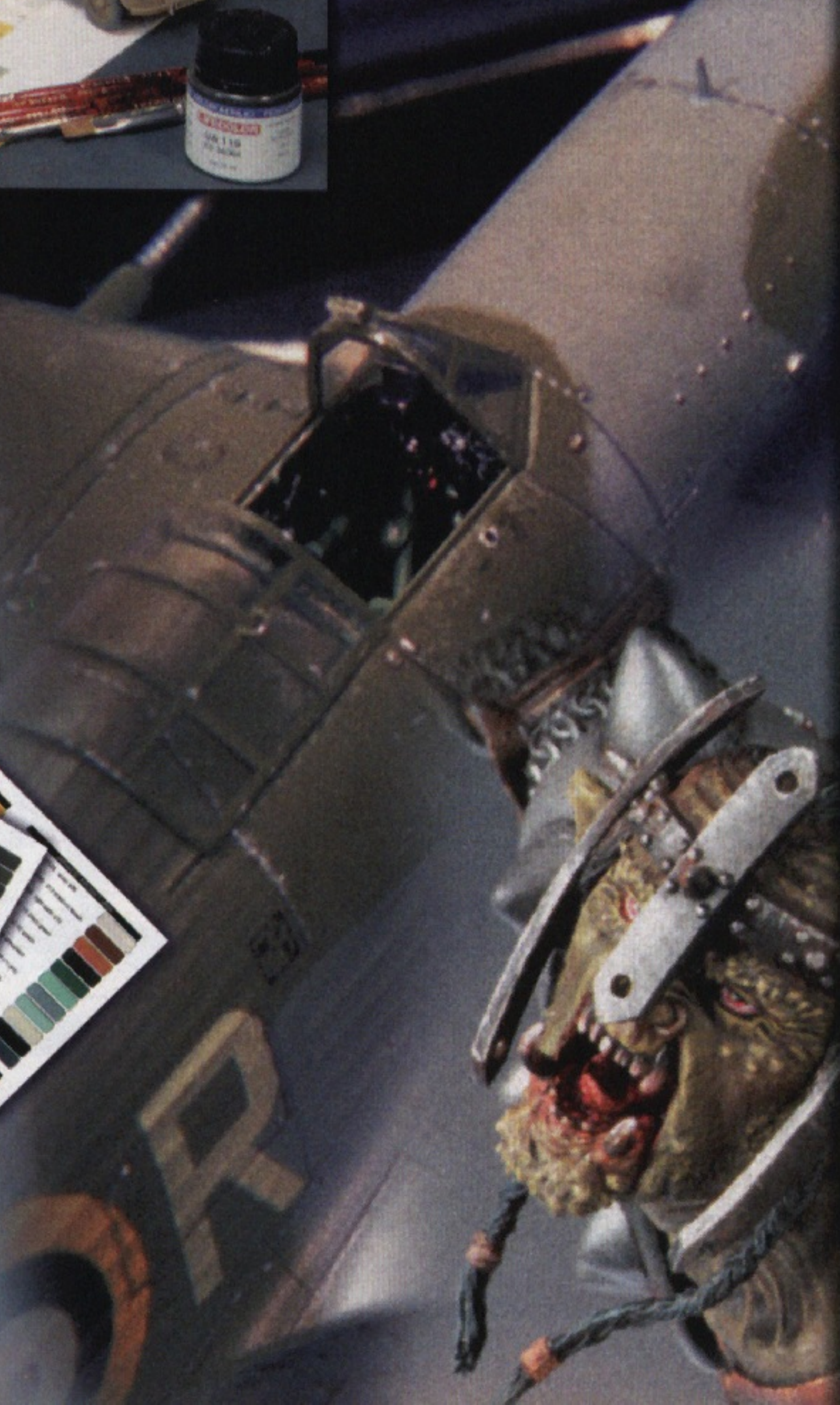
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Iskola U. 33-39
10011 Budapest (Hungary)
Ph. & Fax: +36 1 213 6675
+36 20 981 238
e-mail: formatex@mail.datanet.hu

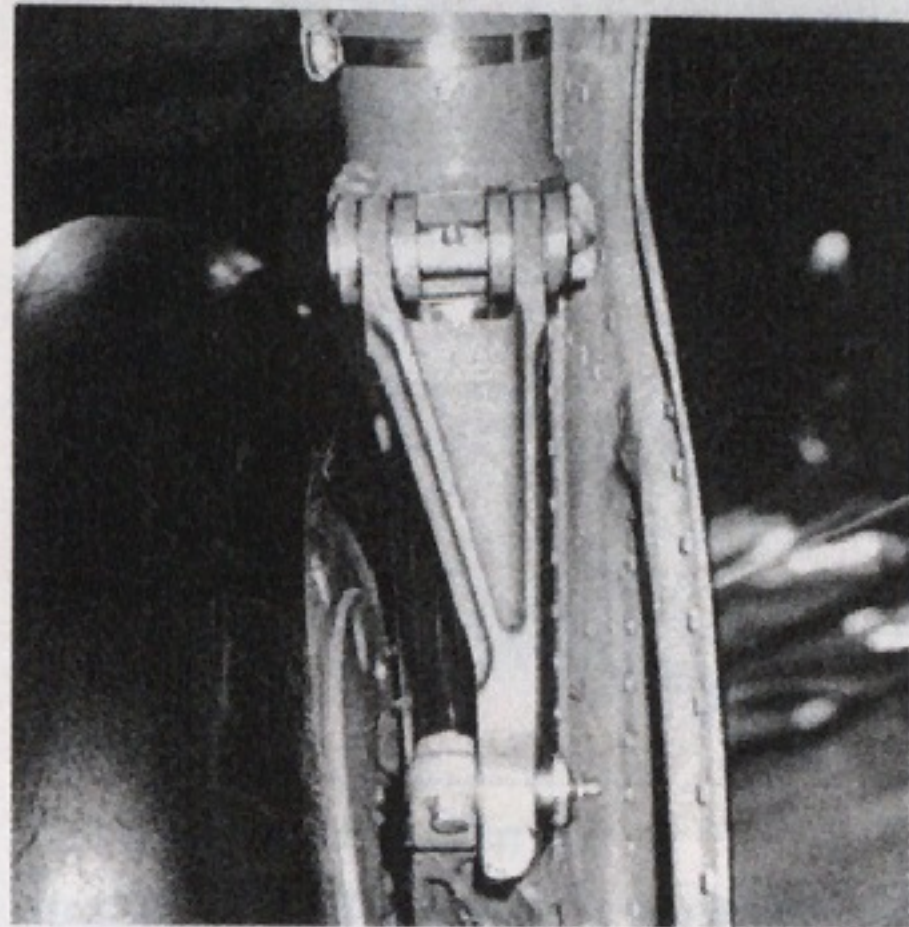
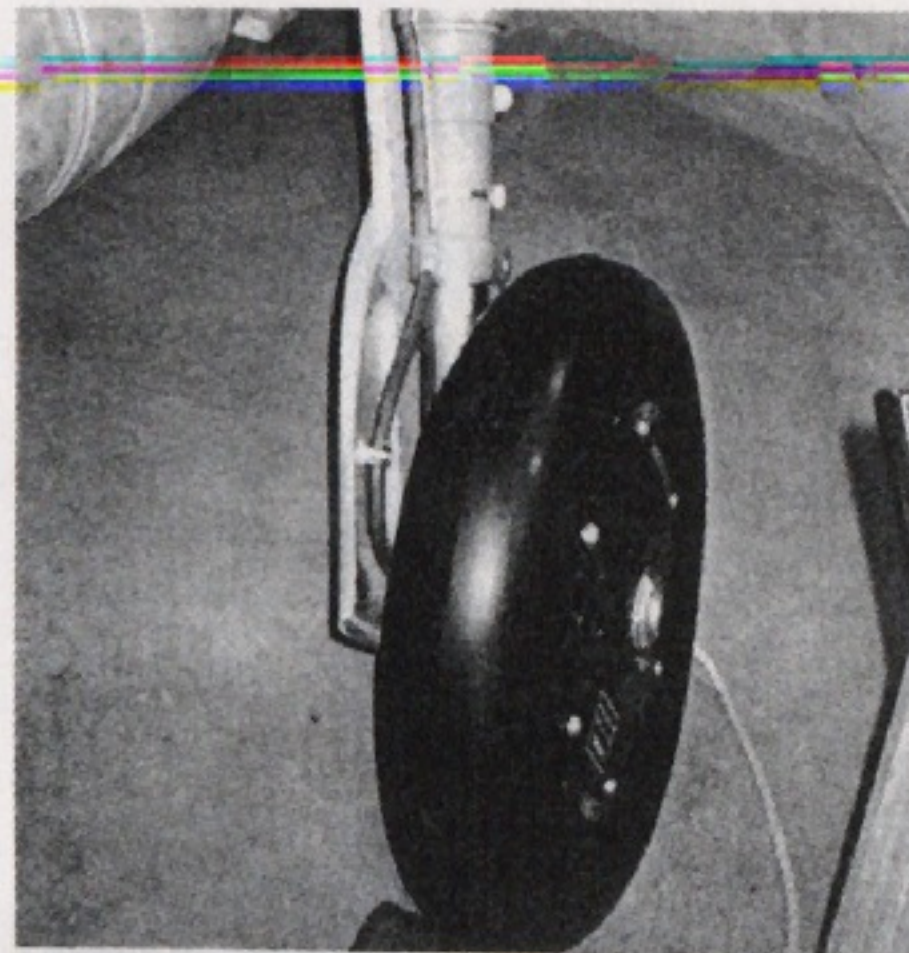
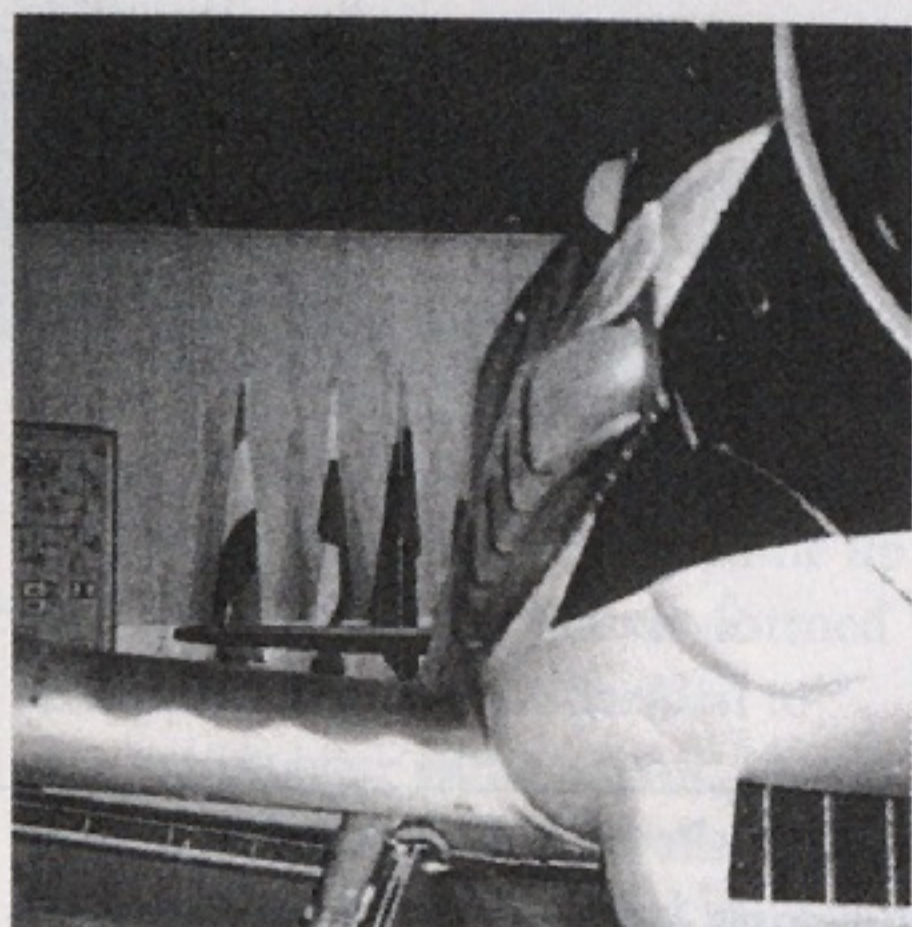
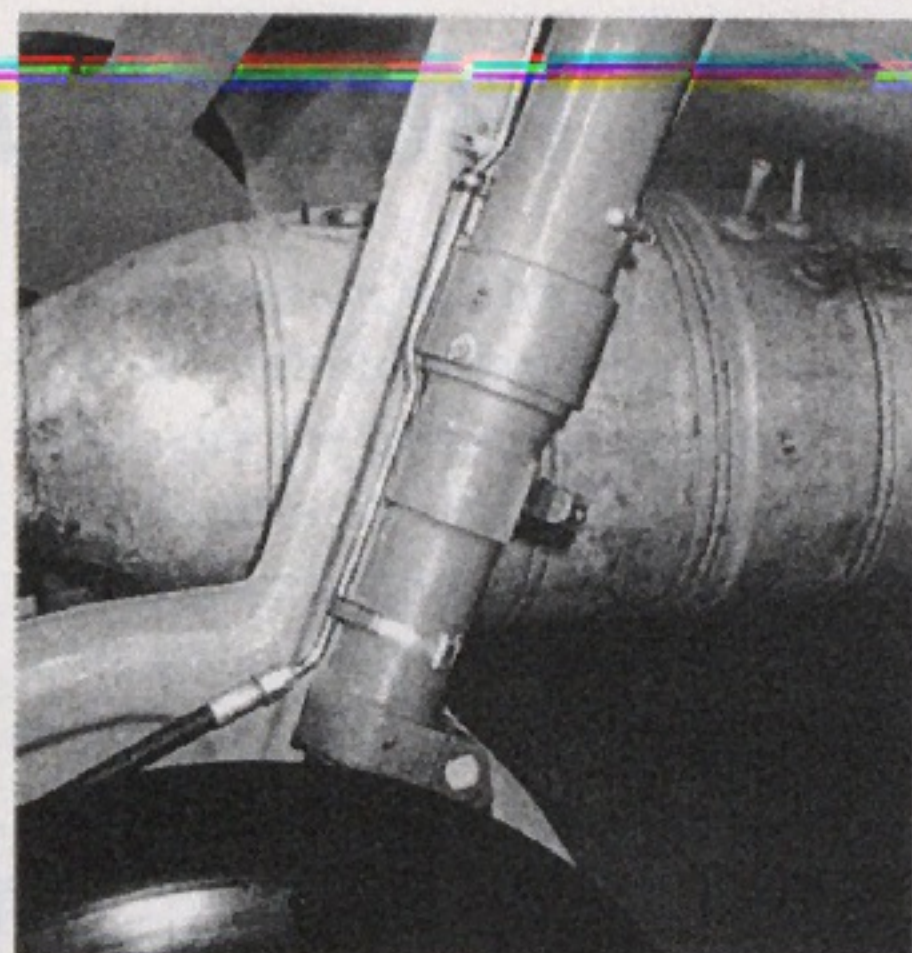
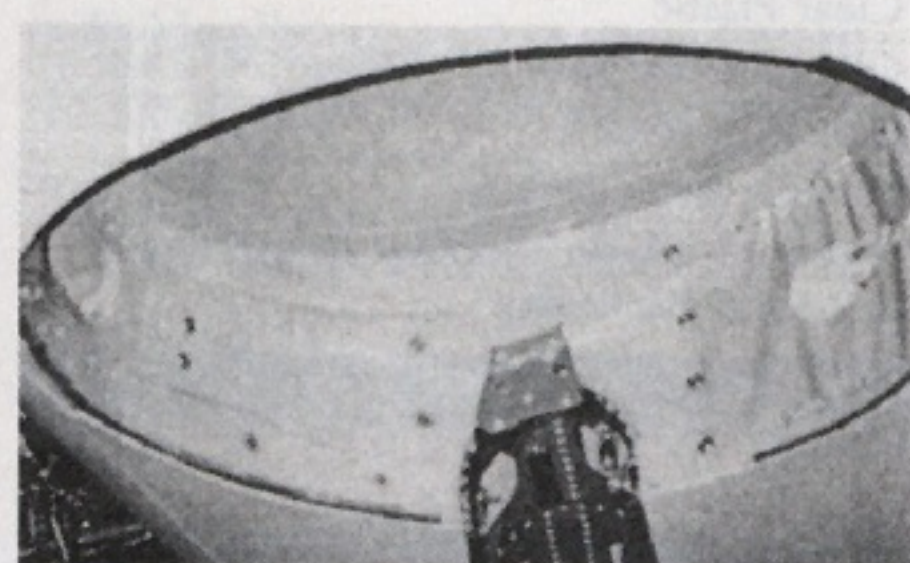
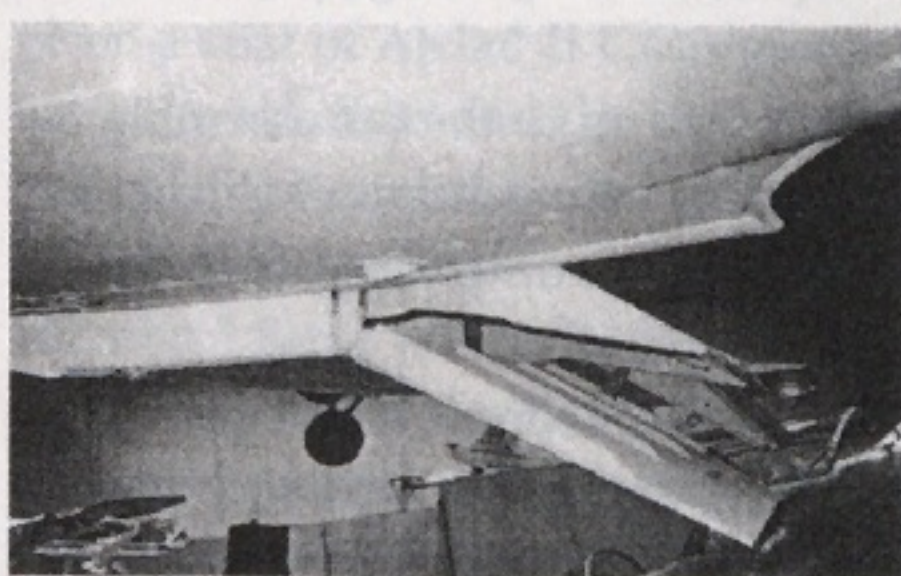
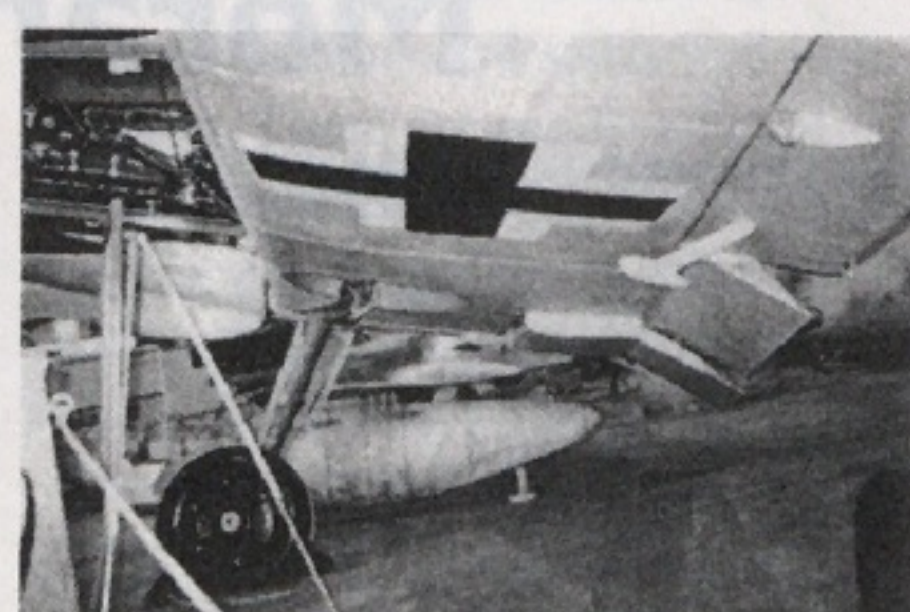
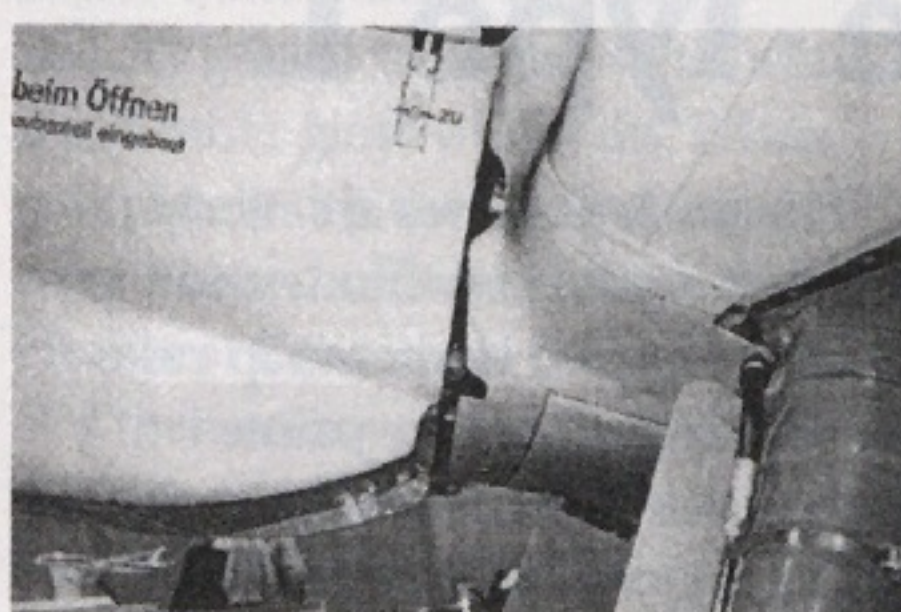
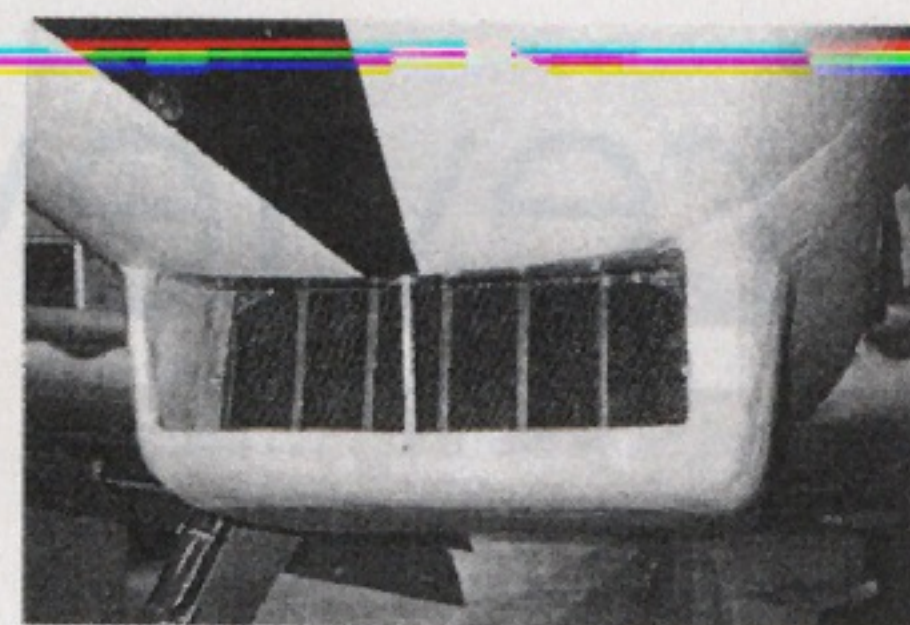
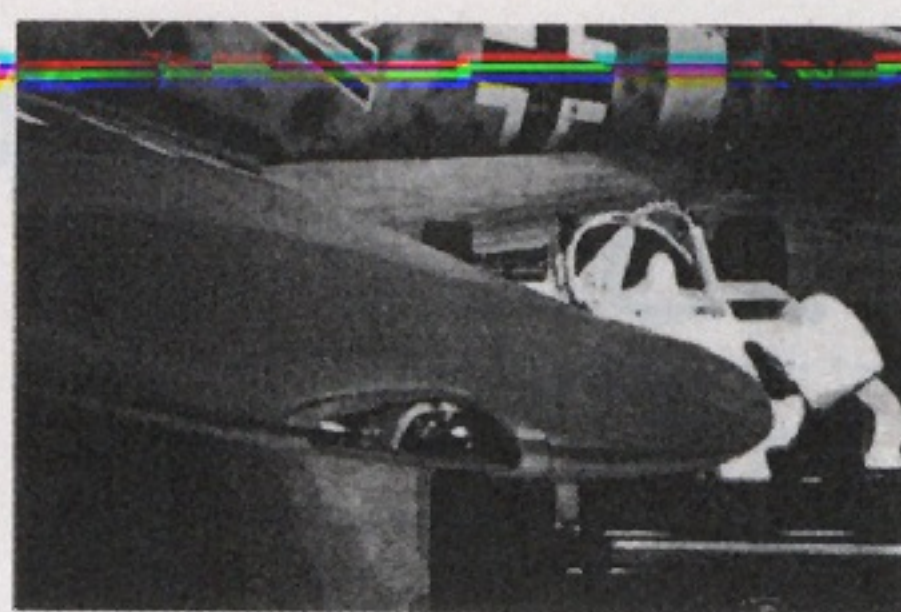
All others Countries please apply to:



Astromodel sas

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Ph. +39 010 24 64 555
Fax: +39 010 25 64 77
website: www.astromodel.it
e-mail: astromodel@astromodel.it





reviews



Morane Type L

Technical Data

| |
|---|
| Scale: 1/72nd |
| Kit No: 72-029 |
| Price: £TBA |
| Panel Lines: Recessed ✓ |
| Status: New Tooling ✓ |
| Production: Limited |
| Type: Resin, Etched Brass & Vac-formed Clear Plastic |
| Components: Resin 27, Etched 24, Clear 1 |
| Decal Options: 2 |
| Manufacturer: Ardpol |
| Obtain in UK via: Contact Aeroclub for price and availability |



The Kit

This resin kit by Ardpol of Poland represents the Morane Saulnier Type L parasol design aircraft of 1913. The kit comes in a sturdy box with a very nicely printed lift-off lid. Inside we find three poly bags containing the kit parts, all superbly cast in a tan-coloured resin, and completely free of air bubbles.

The kit also contains an etched metal fret featuring wire wheels, harnesses and seats. The finish of the resin components is excellent with very little effort required to break them free of their casting blocks. The one-piece wing needs no cleaning up, and the two fuselage halves only have very tiny blocks to remove. One decal sheet is supplied with markings for French and Russian versions.

Instructions

The instructions are where this kit unfortunately falls down. They are very basic with only the bare minimum of assembly shown; some areas, like the attachment of the bracing wire support frame above the wing, are missing altogether. There is no parts list or numbered diagram to help you locate parts in amongst the myriad of small bits, and it can get confusing at times. Basic colour descriptions are given, but no manufacturers' paints are recommended.

Construction

Construction starts with the twin-seat cockpit. This is fairly simple, but nice, consisting of flooring, etched metal pilot's seat, observer's stool and control column. The seat harnesses are all in metal and all the colours are shown in the illustration.

The fuselage halves are nicely detailed inside, with frame and bracing and two leather map cases on the sidewalls. Once painted appropriate colours, the fuselage halves can be joined around the cockpit assembly using cyano (superglue).

Next it's on to the tail assembly and this is very delicate, requiring a bit of support until the glue is properly cured.

The wing support struts and undercarriage come next and these need a lot of care as they are very thin and fragile. I managed to break some of mine, and in the end I gave up and remade most of them in thin brass wire to add strength to the construction.

The wing can be added next, but for the framework above you will have to refer to the three-plan drawing in the middle of the instructions, as it is totally missing from the assembly sequence. Now you are ready to add the tail skid, engine cowl, and bottom bracing support, and the model is ready for priming.

I masked the cockpits with wet tissue paper and gave the whole model a thorough undercoat with Halfords Grey Primer and set it aside to dry.

Whilst waiting for the undercoat to dry you can tackle the engine. This is a lovely casting in one piece of a Le Rhône 80hp engine that simply needs painting in gunmetal or black, with a light drybrushing, and the exhausts painted in brown 'rust'.

The aircraft can now be sprayed overall tan to represent doped linen, with the engine support in Natural Wood and the engine cowl in black; the small metal band at the rear of the cowl being a strip of Bare-Metal Foil. The undercarriage and wing



supports can be painted in black or Slate Grey.

You have to add the wheels at this stage and I was curious to find amongst the resin bits, a very obvious pair of skis, although no mention was given in the instructions. Checking my references, I found a very grainy photograph of the aircraft in Russian service sporting a pair of skis for use on snowy airfields. As time was running short, I opted to use the wheels instead. I had wondered about the etched wire wheels, but once again there was no trace of them to be found in the instructions. very annoying!

Lastly, it's on to the propeller, and then to the dreaded bracing wires, should you choose to add them. I used my usual nylon quilting thread secured with superglue.

Colour Options

There is only one option, for an overall tan machine with grey struts, given in the instructions.

Accuracy

The kit scales out well, being almost spot on with the instructions' measurements of 36ft 9in span, and 22 ft 6 3/4in long.

Decals

The decals in this kit are excellent. Printed by Techmod, they are in perfect register and are nice and thin. You get the choice of a French version with tail flash, or the Russian version that I have used with simple roundels and tail numbers.

The decals settle down nicely on top of a coat of Johnsons Klear with no need for setting solutions. Decal Rating = 10/10.

Conclusion/Recommendation

All in all this is a superb kit. The quality of the parts is second to none; the only thing that lets it down is the poor instructions. I appreciate that these kits are for experienced modellers, and that with good reference material you can work most things out, but a little more information would not go amiss. This was an enjoyable kit to build, with no filler needed, and can be thoroughly recommended to all with some experience (and good reference material!).

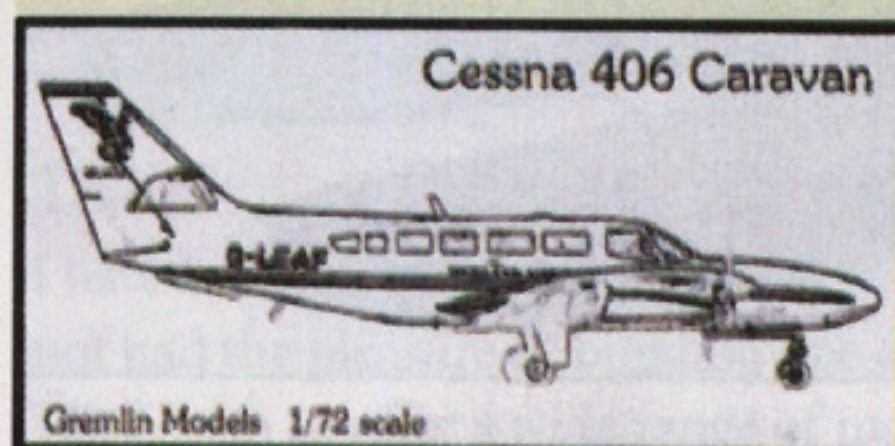
Many thanks to Ardpol for the chance to review this kit.

Wayne Harris



Technical Data

| |
|--|
| Scale: 1/72nd |
| Kit No: N/A |
| Price: £TBA |
| Panel Lines: Recessed ✓ |
| Status: New Tooling ✓ |
| Production: Limited |
| Type: Resin, Etched Brass & Vac-formed Clear Plastic |
| Components: Resin 44, Clear 2 |
| Also includes: Canopy Masks |
| Decal Options: 1 |
| Manufacturer: Gremlin Models |
| Obtain in UK via: Hannants |



The Kit

The kit comes in a small double-ended box which contains the parts, all heat sealed in three poly bags. These bags contain 44 resin parts, canopy masks and two vac-formed canopies (just in case you make a mistake on one!), a vac-formed instrument panel coaming and a small sheet of acetate. Decals are included for one aircraft which belonged to Freeway Air and is not the one depicted on the box drawing for Highland Airways. The resin parts have limited engraved panel lines but are crisply moulded. The undercarriage legs have metal rods moulded into them for added strength. The vac-formed canopies are not particularly well moulded and proved to be the most difficult aspect of this kit.

Instructions

Instructions are provided on one single A4 sheet with an exploded assembly drawing on one side and a rather nice 1/72nd scale, three-view drawing of the aircraft on the other along with limited painting details. No specific paint manufacturer's numbers are given, neither are any painting details for the interior. There are plenty of websites available that depict this type of aircraft and a basic interior colour scheme was taken from one of these.

Construction

Before construction can begin the resin parts have to be cleaned up to remove moulding seams and the smaller parts removed from the resin moulding sheet.

The parts were then washed in warm soapy water and left to dry. All the parts were then given a light coat of Halfords acrylic primer which highlighted any small air holes etc that would require further attention.

Construction can then begin in the time honoured tradition (for me anyway) with the cockpit. The resin instrument panel has barely visible

instruments on it. This was given a coat of Humbrol Matt Grey (31). When dry the instruments were picked out with Satin Black then dry brushed with light grey to highlight what little detail was on it. There are two tiny control yokes supplied with this kit, these were glued to short lengths of styrene rod. The instrument panel was drilled to accept these and they were then glued into position from the back and given a coat of Satin Black. The instrument coaming was trimmed to shape, given a coat of Satin Black, then fitted along with the instrument panel. The cabin bulkheads were fitted next, ensuring that they line up with the spacings on the vac-formed canopy. At this point I decided to give the interior some colour. The floor, bulkheads and sidewalls (up to the bottom of the windows) were painted with Humbrol Blue (144) and above this Satin White (130). The individual seats were given a coat of light grey and, when dry, glued into position, again ensuring that they line up with the cabin windows. The interior colours used are not specified but seem typical of the type from what can be seen on the internet. The vacform canopy was then very carefully trimmed to shape and fitted into position. This was the trickiest part yet as the canopy is very flexible and requires very careful alignment to get a decent fit, especially around the front end. Problems can arise later on if this is not done carefully at this stage.

The one-piece wing was fitted next along with the tail. Once fitted I noticed that the wing profile on the underside centre did not match the plans provided. The wing profile was curved at this point whereas it should have been flat. This was easily remedied by sanding it flat to match the fuselage shape. Engine pods were next and when fitted into position it became clear that a bit of filling was required to the undersides fore and aft to get them to blend into the wing. Milliput was entrusted with this task. When dry they were sanded to shape. The horizontal tail surfaces were fitted next after ensuring that the angles were correct as per the drawing supplied. The prop spinners were drilled to accept the propellers, again referring to the drawing. Canopy masks were applied (a good idea this) and I was now ready to let painting commence.

Colour Options

Only one, that of Freeway Air, overall gloss white with black leading edges on the wings, tail and horizontal tailplanes. Oh, and a smidge of Brick Red on the top aft end of the tail?

The whole model was sprayed again with Halfords white acrylic primer, and any blemishes were then

dealt with. A top coat of Halfords Appliance White was applied, left to semi dry, then another coat applied and left to thoroughly dry out. I like this paint as it dries to a nice gloss finish, quite quickly too, and it doesn't go yellow after a time, which some other gloss whites do. When completely dry the leading edges were masked off and given a coat of Humbrol Coal Black (85).

I then removed the paint masks from the windows and gave each window a light coat of Tamiya Clear Blue. The propeller spinners were given a coat of Alclad II Chrome, as were the exhausts and the front lower halves of the engine pods.

The undercarriage was painted Humbrol Satin White (130) with the tyres depicted in Revell Matt 6. Final assembly saw the undercarriage fitted, the propellers attached to the spinners and given a coat of Humbrol Satin Black, and then these assemblies were fitted to the engine pods. Exhausts were also fitted at this stage. Undercarriage doors were fabricated from 0.010in plasticard and then painted gloss white. Last things to be fitted were the undercarriage retraction jacks made from short lengths of styrene rod; these were painted satin white with silver areas to depict the rams.

Accuracy

Dimensions given on the instruction sheet plans give an overall length of 11.89m and a span of 15.09m, these match the dimensions stated on the Reims Cessna website. The model measure out at (if my maths is right) length: 12.09m, span: 14.9m, so according to my measurements it is slightly too long and slightly too short in span. This matters to me, not a lot, so long as it looks like a Cessna Caravan II, then to me it is what it says on the box!

Decals

Again only one option, that of Freeway Air PH-FWB. First impressions were that they were quite acceptable, with the smaller stencilling quite legible, but, and there always has to be one, they are

quite fragile and can be damaged very easily. The print can be scratched off (as these were in places) and when applying they can break easily. However, they respond well to Micro Sol and Micro Set setting solutions and settle well into position. There are small red oval decals on the sheet which I assume were for the propellers but as soon as you touch them they disintegrate so I left them off. Providing you take care of these decals when you get the kit and during fitting they should be OK, but each decal has to be individually cut and trimmed from the decal sheet so damaging them is very easy.

With this in mind I can only rate the decals as...

Decal Rating = 5/10.

Conclusion/Recommendation

First impressions are of a fairly simple kit to put together and on the whole it is, however the vac-formed canopy requires very careful preparation and fitting to get a good result, regardless of whether there is a spare or not. The interior is well represented, as are the propellers, spinners and undercarriage. One last problem that manifested itself after final assembly, this model is a tail sitter! No mention is given in the instructions about adding weight; it would be difficult to do in any case being solid resin around the nose, but could be overcome if you knew about it in advance, well you do now!

The decals in some way let this kit down, but with a bit of TLC they can be applied successfully.

Overall an enjoyable kit to make and the end result certainly looks like it is supposed to. If you are a civil aviation enthusiast and have experience of resin and vac-formed kits and want something a bit different from the large airliners then have a go. I would not recommend it to anyone without experience in these media or who has limited modelling experience.

My thanks to Gremlin Models for the review sample.

Andy McCabe



RODEN Albatros W.4 [Early]

Technical Data

Scale: 1/72nd
Kit No: 028
Price: £6.49
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 50 (Grey)
Decal Options: 3
Manufacturer: Roden
UK Importer: Pocketbond Ltd



The Kit

This latest offering from Roden comes in the now familiar light, end-opening box, nicely printed with lovely artwork on the front. One of the things that always impresses me with Roden, is the way that they make the subject come to life by adding a small biography of a pilot on the box. This makes the subject more interesting by giving you the history of a real person, and allows you to get more of a feeling for the aircraft you are building.

Inside the box, we have a poly bag containing five sprues of hard white moulded plastic and a small decal sheet.

The plastic mouldings are fairly clean with a little thick flash around the wing trailing edges to clean off. The engine mouldings are, as ever, superb. There are several optional parts, such as late-style wings and twin-gun upper decking to build different variants, but these are marked not for use.

Instructions

The instructions are in Roden's usual A5 folded format, printed in black and white over eight sides. A short history on the front leads into the parts list and then the build instructions. Paint numbers are given for Humbrol only.

There is one colour option, with three different serial numbers to choose from. The instructions are clear and easy to follow, showing all stages of construction.

Construction

The construction starts with the engine on this kit. The detail is superb and it always seems such a shame to close these little engines up in the fuselage. The engine is best painted in gunmetal and washed with black ink to bring out the detail.

Assembly then moves on to the cockpit. This is a very simple affair, consisting of seat, control column and rudder controls. No instrument panel is provided. Once assembled, these items can be glued to one side

of the fuselage, before the other side is cemented in place. The instructions would have you fit the engine at the same time, but I would recommend that it is left out until a later stage. The reason for this is that the rails in the fuselage on which the engine sits need to be trimmed down slightly, otherwise the engine fits too tightly and bulges the fuselage sides out causing the upper decking to be a poor fit.

Now is the time to fit the upper decking in place, together with the tail assembly and the lower wings.

The upper wing is assembled next and is made up of three pieces, which butt join together. This requires careful gluing and sanding to achieve a clean fit.

The small side radiators that fit either side of the fuselage were the only part of the kit that required filler. These had deep sink marks on the outside edges that had to be corrected before painting.

Probably the most difficult part of this kit is making sure that the support frame for the floats is fitted straight. There are only four legs, but they must be lined up well to avoid a lopsided plane. Sometimes you really do need three hands!

At this stage you should have a plane that is complete apart from the upper wing, engine and front cowling. Now on to the masking and spraying! After a thorough undercoat with Halfords Grey Primer, the main fuselage was sprayed with a natural wood colour, and whilst still wet, a fine brush was dragged across to simulate wood grain.

Once dry, the main body can be masked and the wings, rudder and tail can be sprayed tan for the doped fabric. The floats, upper wing support struts and engine cover can now be painted dark grey.

Now it is time to add your engine.



Do not forget to trim away those rails inside the fuselage, and the engine should slip in easily. The front cowling should be painted grey and fixed in place, and the spinner and propeller can be added.

The upper wing is secured in place and you are ready to start adding the bracing wires should you choose to do so. I have used nylon quilting thread secured with a drop of cyanoacrylate (super) glue.

Colour Options

There is only one colour option given for this kit, that is Natural Wood fuselage with all control surfaces in doped fabric. The supports, floats and engine covers are all in dark or slate grey.

Accuracy

This is a very good kit scaling up only a little short on length and span at 27ft long by 31ft 1 1/2 inches wide, the actual aircraft being 27ft 1 1/4 inch by 31ft 2 inch wide.

Decals

The decal sheet is the only disappointing part of the kit. My

example was printed very slightly out of register, and had a strange crazed effect to the large white areas of the national markings. That said, they did go on well over a coat of Johnsons Klear, and settled down nicely. The only option you have is for three different serial numbers, representing three test examples. I chose to use number 747, the first prototype tested in 1916. Decal Rating = 5/10.

Conclusion/Recommendation

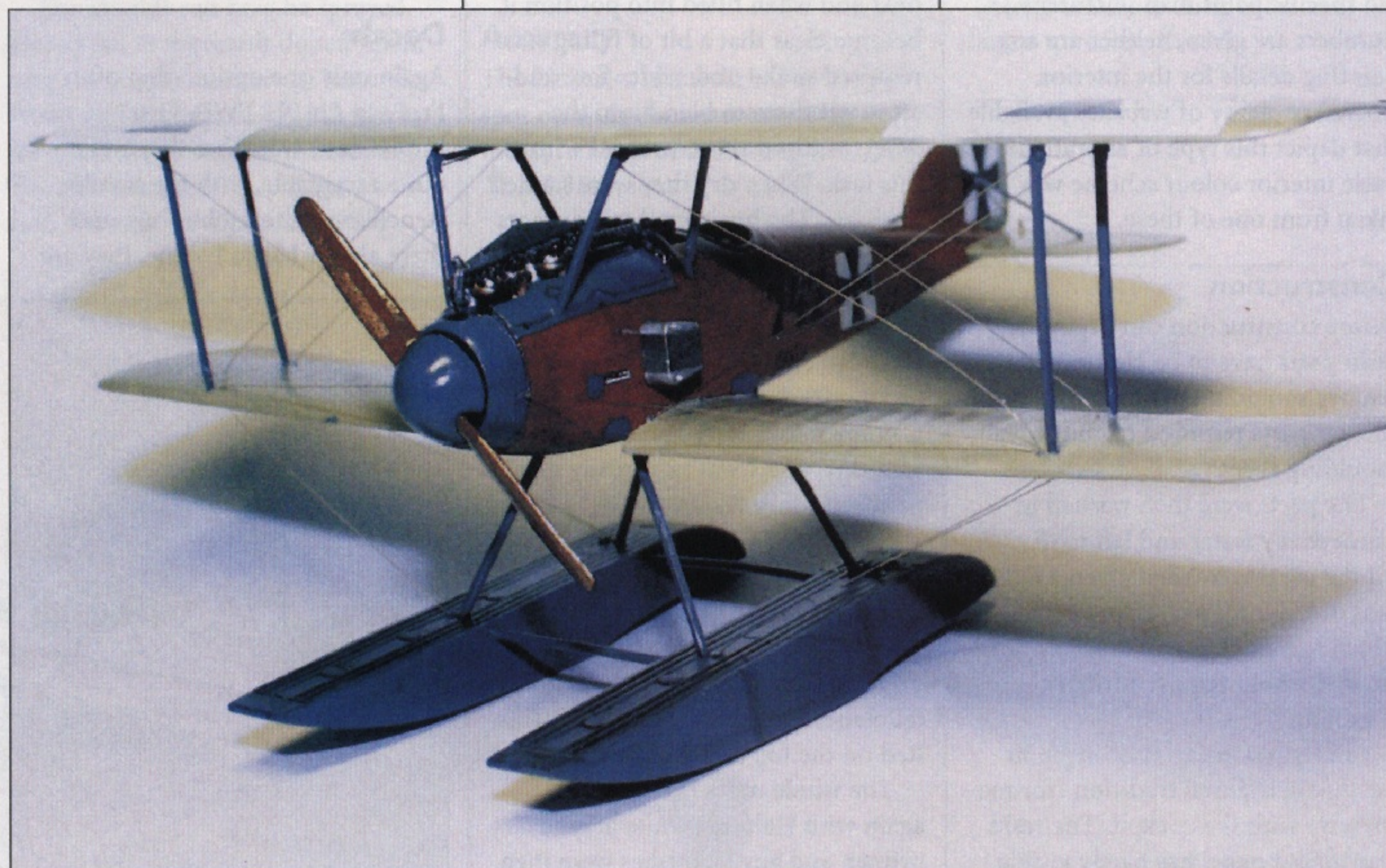
Once again Roden have produced a superb little kit of an interesting and different aircraft!

Their nice moulding, excellent artwork and instructions always impress me, and if it hadn't been for the slightly dodgy decals this would have been given top marks.

This is a great little kit of an interesting subject. It goes together with no real problems and can be recommended to all.

My thanks to Roden for the review sample.

Wayne Harris



CHOROSZY
MODEL

Lohner [Micki/Oeffag Type R1]

Technical Data

| | |
|---|-------------------------|
| Scale: 1/72nd | Kit No: C12 |
| Price: £35.50 | Panel Lines: Recessed ✓ |
| Status: New Tooling ✓ | Production: Limited |
| Type: Resin | Components: Resin 82 |
| Decal Options: 1 | |
| Manufacturer: Choroszy-Modelbud | |
| Obtain in UK via: Contact Aeroclub for price and availability | |

LOHNER
Micki/Oeffag Type R1



The Kit

I have heard of Choroszy Modelbud before but have not had the pleasure of building one of their kits. They seem to offer a wide range of more unusual types of aircraft, with pre-WWII German and Japanese types in abundance.

This kit comes in a fairly flimsy card box with a lift-off lid, sporting a colour printout on the top of the aircraft, in this case the Lohner Type R flying boat. Inside we find a staggering ten (yes ten!) poly bags of cream coloured resin parts. This is going to be quite some kit! In my sample the parts were slightly rough in places with some flash, but the detail on the parts is very good, especially on the four-part engine casting. There were one or two minor air bubbles present, but nothing that cannot be dealt with easily.

One very helpful feature of the packaging is that all the parts are bagged with others relating to them, i.e. all cockpit items in one bag, etc. This greatly eases identification of parts and prevents problems.

A nice wooden, wheeled, beaching support is also included, but I chose not to use it, preferring to depict the aircraft 'in use'.

Instructions

The instructions appear as an A5 folded booklet in the same vein as other manufacturers, with exploded assembly diagrams and a good set of technical drawings in the centre pages. Also included is a photocopied picture of what I imagine to be the prototype aircraft being prepared for flight.

There are no brands of paint recommended, and only a basic colour description given as a painting guide.

Construction.

Once the parts have been prepared and washed, assembly can begin with the cockpit, and this is where a slight fit problem becomes evident.

The floor and rear bulkhead of the cockpit are too large to fit between the fuselage sides and require a fair bit of sanding to get the fit correct. Once this is completed the rest of the sub-assembly will fit with no problem. The cockpit was given a coat of natural wood colour with leather seats and black instruments, and after a light drybrushing to bring out the detail, the fuselage halves were secured with cyanoacrylate.

Next is the excellent four-piece engine which looks good in Gunmetal with a black wash to bring out detail. This needs to be perched on top of a supporting frame with an additional framework on top. Definitely a three-handed job!

The lower wings and tail assemblies can be tackled next, and these need to be carefully lined up, using the technical drawings as a guide.

The upper wing is a three-piece construction and this is best left off to make the job of spraying easier. Additional items such as the radiator and the front



gun were given a coat of Gunmetal and a wash of black ink, and set aside to be added later. Once the assembly was complete, the cockpits were masked and the aircraft was given a coat of grey primer.

The wings and tail surfaces can now be sprayed, and I chose to use Tamiya Deck Tan to replicate stretched linen. The tips of the upper wing and the whole of the tail are now masked and sprayed with red and white stripes. Quite a colourful plane!

Once this is complete, the fuselage and the support struts can all be painted in dark brown to replicate varnished wood, and the upper wing can be added.

This time around, I decided to try a very fine cotton thread to use as rigging for the wings. This did work well, but you do tend to get the problem of small 'hairs' along the length of the wires.

Colour Options

There is only one colour option given in the instructions. This consists of a brown wood fuselage with linen wings and those red and white candy stripes!

Decals

The decal sheet contained in this kit is very good indeed, consisting of German national markings and R1 codes. The decals are in perfect register with good colour density and settle down nicely under the usual coatings of Johnsons Klear.

Decal Rating = 10/10.

Accuracy

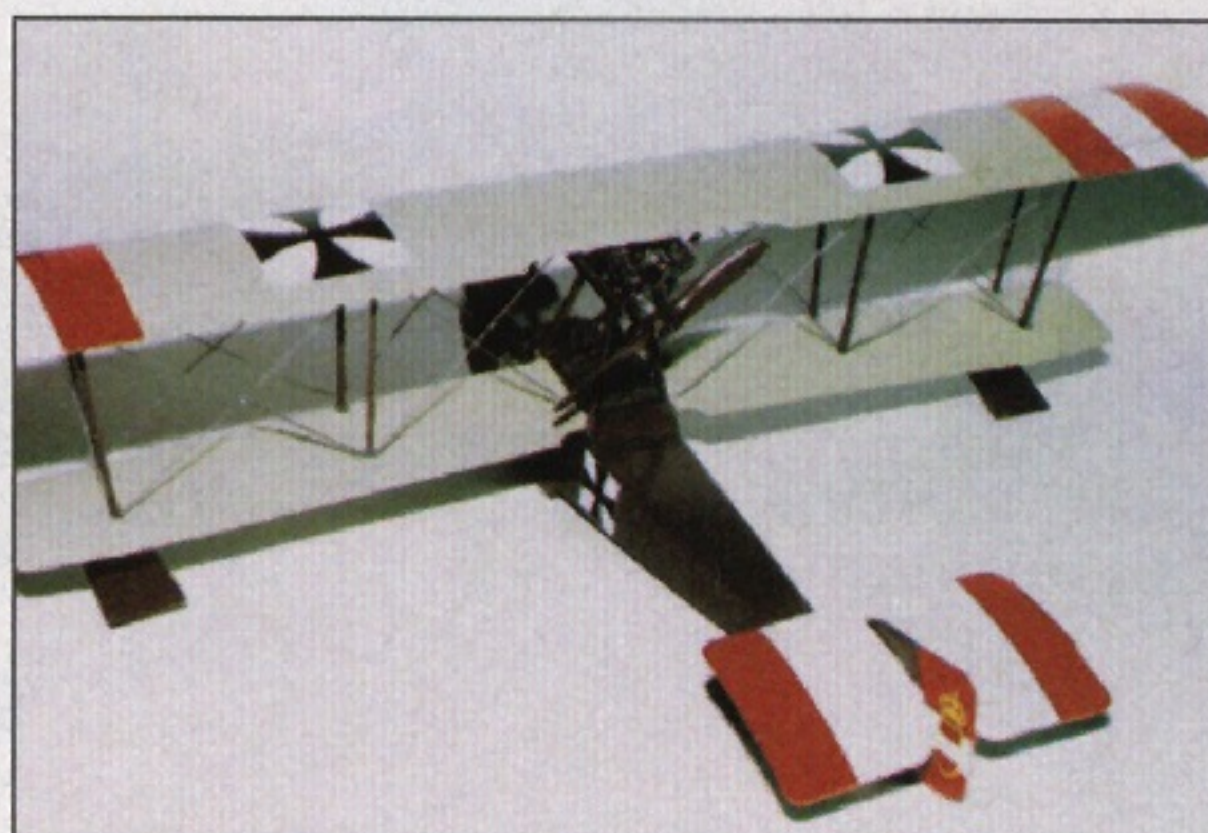
Unfortunately I seem to have no information whatsoever on this aircraft in my reference books. The wing span seems to scale up at around 57 foot, with the length being around 39 foot. Going by the measurements on the instructions (in metres), it seems to be about right, and the model does look in proportion.

Conclusion/Recommendation

This is a very fine little kit! It does however, need a lot of time and effort put in to get the best out of it. The detail is excellent and careful painting will bring it to the fore. I thoroughly enjoyed this kit. Despite the odd fit problem, I thought it was an unusual and fascinating subject well handled. Recommended to all with resin kit experience.

My thanks to Choroszy Modelbud for the review sample.

Wayne Harris



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Blohm & Voss BV 222

04383

1:72 Scale/Span 63.9cm/Length 51.4cm

Developed by Lufthansa, the BV 222 went into service with the Luftwaffe in 1941 as a transport and reconnaissance aircraft. Powered by 6, 746 kW engines this flying boat was able to reach speeds of 390 Km/h.

EH. 101 Merlin Mk. 3 RAF

04468

1:72 Scale/Span 25.8cm/Length 27.0cm

Capable of 308 Km/h, the Merlin went into service with the RAF in 1994 as a replacement for the Sea King fulfilling a transport and anti-submarine role.

Avro Lancaster 'Dam Buster'

04630

1:72 Scale/Span 30.6cm/Length 43.0cm

With a top speed of 426 Km/h this variant of the Lancaster was used to attack German dams with its famous 'bouncing bomb'.

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Revell Airbus A380-800

Technical Data

Scale: 1/144th
 Kit No: 04230
 Price: £19.99
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Components: Plastic 157 (White), Clear 5
 Decal Options: 1
 Manufacturer: Revell AG
 UK Importer: Revell AG (UK Branch)



The Kit

The very first kit of the growing range of airliners from Airbus Industries, the A380-800, is now with us. This kit is big! The white plastic parts are contained within four large frames and all have very nice detailing. The undercarriage assemblies in particular are very well depicted. The largest parts, such as the wings and fuselage halves, have recessed lines that may at first seem slightly over scale but when painted it is not too obvious. Some points that stand out and are worth mentioning are the beautiful curves of the aerofoil sections to all the flying surfaces, the flight deck that has just enough for this scale and the size of the fuselage. Noticeable on the insides of the fuselage halves, are the reinforcing strips moulded in to give some strength. Alternative parts for the two different engines are included. There is not much difference in the kit parts other than the rear shock cones (that are hard to differentiate) and the engine fronts with domed spinners for the GP2000 and pointed ones for the Rolls Royce Trent 900s. A small clear sprue has the flight deck windscreen and wing leading-edge lights.

Instructions

The 16-page instruction booklet is standard Revell and all 52 stages are quite clear and easy to follow. Wherever painting is required, this is flagged up and a letter indicates the colour to be used by referring to the colour listing on page 3. The last two pages deal with the main colour scheme and decal placement guide.

Construction

Construction begins with the two-part flight deck and is then followed by the assembly of all the undercarriage units, fuselage, wings, engines, etc. I followed the instructions up to a point and then decided that in order to ease masking and painting, I would complete the fuselage as a whole by doing all the necessary paintwork and decaling. The wings were dealt with similarly, as were all four engine units, painted and decaled as sub-assemblies. It is worth noting here that the decals for the pylons need to be applied before parts

141 otherwise the effect will be spoilt. This is not pointed out in the instructions but I feel it should be. The undercarriage units on the fuselage needed to be added as per instructions as it would have proved tricky to fit them on after any painting stage, but it does mean very careful handling is needed to avoid damaging them during the whole construction phase and after. Another thing; I leave the wheels off (all twenty of them!) until after the main assembly, including the units that are attached to the wings.

With a fuselage as large as this one I could see that reinforcing strips would be beneficial to the fuselage joints, using the same principals as one would in vac-form modelling. This I did with strips of thick plastic card. Additionally, it seemed possible the fuselage could suffer further when fitting the wings to the fuselage as the under fuselage panel (part 49) is not added until after the wings thus causing the sides to flex inwards and weaken the fuselage joint. To avoid this I added more strips of plastic card as spreader bars all along between the wing root and landing gear boxes to strengthen this area before adding part 149. This foresight proved worthwhile. Staying with the fuselage, I used Halfords white primer and Appliance White as a finish. As an experiment and as a result of hearing about this next technique somewhere, I polished the Appliance White finish with metallic T-cut because of it being a finer compound than the regular version. This worked very well and eliminated any spraying errors and produced a perfectly smooth fuselage ready for those wonderful decals. Before the decals, however, I opted to fill all the cabin windows with Kristal Klear as it was an easier option than filler and I had already decided to use the 'greyed'-in window decals including the flight deck windscreen. Other than the tiny aerals that were yet to be added the tailplanes were assembled, painted, and decaled prior to fitting them in place. Now, they do fit quite well, but the tab seems a bit smaller than the slot they go into. This

made them a bit sloppy when I went to glue them in place with PVA. I chose PVA because the decals that need to be in place before fitting the tailplanes would be marred by liquid cement or similar. However, this medium took longer to dry and was not that successful so they were carefully removed with lots of water and another approach made. I resorted to very careful use of cyanoacrylate and that worked, thankfully, as I dreaded the thought of spoiling the decals that were already applied.

Overall, the kit goes together very well with the filler remaining untouched throughout. Another point I really liked was the way the engine intake rims are moulded. Being in one piece and plugged into the fronts makes for easier painting and avoids complicated masking. I noted on the box side that the kit is manufactured in Poland and credit is due to the toolmakers for the way this kit has been tackled.

Colour Options

As the full-size aircraft has not yet flown, there are no airline options in the colour schemes although there have been some customers announced. The obvious scheme therefore is the Airbus house colours with overall white fuselage and light grey flying surfaces. The registration given is F-WWSA that will presumably be the very first one to fly. Imagine it performing at Farnborough in 2006!

As already mentioned I used Halfords aerosols for the white of the fuselage, but for the wings and tail I used their grey primer and tried Xtracolor X359, (Airbus Industries Grey), which has recently been added to the range. I also used Xtracolor Corroguard (X331) for that area of the wings.

Decals

The decal sheet is just one huge sheet! It measures 225mm by 340mm. That is about half an inch bigger all round than an A4 sheet of paper. The quality of the printing is outstanding and performance wise they worked very

well with decal solvents, especially for the fin and rear fuselage bands with all those compound curves. Optional windscreen and cabin windows are included. These are either the frame outlines only or the 'greyed'-in frames if one prefers to fill the openings as moulded on the kit. All the necessary stencilling is also included and all the door outlines and wing walks too. The decals for the wing walk lines are very fine and they need to be applied with the greatest of care, at the same time, getting them to stay straight is fun, although this is helped by the previously painted areas of Corroguard. It would be foolish to criticise the decals for anything so...
 Decal Rating = 10/10.

Just in case you are wondering, the decals are designed for Revell by Daco and printed in Italy.

Accuracy

As the type is yet to fly no pictures exist to compare the model with, only computer images and artists' impressions. As for the dimensions, I trust the model is accurate as all the information is supplied by Airbus Industries and Revell has been licensed to produce the kit, a fact stated on the box side. It looks good regardless.

Conclusion/Recommendation

This is one large model, probably about the size of the Boeing 747 to the same scale. I don't yet have the 747 in my collection to compare the A380 with but it is impressive and looks enormous against the already large A330! I had my moments while building the model but have to say I found it an excellent kit to make, but where to put it is another matter. It is certainly recommended to all modellers and especially airliner fans, but it does need a bit of planning before putting it together and careful handling during construction, as I found out. Who'll be the first with a set of aftermarket decals?

Many thanks to Revell AG (UK Branch) for the review sample.

Paul Janicki



Technical Data

Scale: 1/72nd
Kit No: 7270
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Components: Plastic 21 (Blue/Grey), Clear 1
Decal Options: 3
Manufacturer: A-Model
UK Importer: Pocketbond Ltd



The Kit

This injection moulded kit comes in the usual A-Model, end-opening box with colourful artwork on the top. Inside is a large decal sheet with the instructions stapled to the outside of a plastic bag holding the model parts.

The thick sprues with large circular injection gates are in a light blue plastic with flash mainly confined to the wheels and propeller. Panel detail is finely engraved with some raised moulding for things like the rudder actuators and cables.

The cockpit transparencies are crisply moulded with no flash and are really clear. The large injection gates are my only criticism. Care is needed to cut the parts away from the sprues to prevent damage, especially with some of the smaller parts.

Instructions

The instructions cover six sides of A5, covering the history and data, instruction symbols, Humbrol colours and numbers, four-stage exploded assembly diagrams with internal and small part colours and finally the painting and decal layout guides.

The instructions also show some parts not used to make the model. It would appear that these are for the prototype with a fixed and spatted undercarriage and also the two-seat version (The Yak-52 version is already available from A-Model - Ed).

Construction

The usual starting point, the cockpit, that comprises the floor, seat, joystick and instrument panel that is glued into one fuselage half. It does not sound very inspiring but with the panel decal and moulded detail on the sidewalls it is busy enough in this scale. The interior colour is shown as Humbrol 147 (Light Grey) apart from the grip of the joystick which is black. I painted the sidewall detail a dark grey with a lighter shade for the seat to show up

the detail more. Even at this stage trial fitting after careful removal of the injection gates is needed.

The exhaust ports in the fuselage halves need to be opened up to allow the rear engine bulkhead to fit as the two exhaust pipes are moulded to it. Even so a lot of trimming and trial fitting was needed before the fuselage halves joined correctly. The shaft for the propeller is then put in place without gluing and the front engine cover glued into position. Again trial fitting and part trimming is needed. The fuselage halves can then be joined and fit quite well with only a smear of filler needed on the nose and under the rear fuselage. A blanking plate to cover the front cockpit is then glued in position.

The one-piece lower wing half needs the wheel recesses cut out and holes drilled for the undercarriage legs before attaching the upper wing halves. The wings fit together well without the need for any filler. Joining them to the fuselage showed they had no dihedral and there was a gap on both sides. Applying masking tape from one wing tip to the other over the fuselage not only closed up the gap considerably but also produced the required 2° dihedral. Once the glue was set and the tape removed a little filler was still needed at the wing to fuselage joins. The tailplanes fit by a round peg going into a hole on the tail fin; these holes are slightly too far forward and need adjusting.

At this stage I painted the model and added the decals before adding the canopy, propeller and wheels. The two-piece canopy is moulded with the sliding hood attached to the windscreen and a separate rear section. I don't know quite why, maybe it is so the two-seat version's canopy is easier to mould? The

canopy needs gentle handling or it will suffer from small stress cracks as it is fairly thin. Giving the canopy a coat of Johnsons Klear inside and out hid most of the cracks.

Colour Options

There are four options, all in red and white. The first two, 'Red 7' and 'Yellow 26' have white upper fuselage and wing surfaces with a red & white striped rudder. The bottom half of the fuselage and wing surfaces are red. Red stars are carried on the upper wing surfaces and tail with white outlined stars on the lower wing surfaces. Both have a Matt Black anti-glare strip along the top of the nose.

Next is 'Yellow 1' with a white fuselage and upper wing surfaces, the lower surfaces being red. Yellow 1 also has the red & white striped rudder, Soviet markings with a small dark grey anti-glare strip in front of the cockpit windscreen and a red stripe along the fuselage.

Finally there is DDR-WQX with a red nose and stripe on the white fuselage, white tail, red surfaces under the wings and a red & white sunburst on the upper surfaces of the wings. The aircraft registration is in black, carried on the fuselage sides, one on the starboard upper wing surface and the other on the port lower. All upper wing and tail surfaces have a red leading edge.

Decals

The decal sheet is quite large, printed quite matt with visible carrier film. They look well printed although the white areas look slightly cream.

After a short soak in luke-warm water the decals slid off the backing sheet with no problem, but tended to curl and did not want to stick to the gloss painted surface all that

well. Trying to get the wing decals to lay flat and stay in position was almost impossible.

I tried using Micro Set on one wing and Micro Sol on the other. Both had the same effect, more than very gentle handling of the decals caused them to crack and they wrinkled under the influence of both Micro Set and Micro Sol. Once left to their own devices to dry, the wrinkles disappeared and the decals stuck well to the wings.

The callsign decal under the wing was the only one that silvered, despite trying Micro Set, Micro Sol and a coat or two of Klear. Decal Rating = 7/10.

Accuracy

A-Model quotes the dimensions as length 7.68m and span 9.50m. The Osprey Encyclopedia of Russian Aircraft gives the length as 7.676m (25ft 21/4in) and the span as 9.5m (31ft 2in). The model has a length of 110mm and a wingspan of 136mm which makes it spot on for length and 4 mm oversize for the wings according to my figures.

The overall appearance of the model looks right apart from the canopy that looks far too heavy and thick to be on such a small aircraft.

Conclusion/Recommendation

The instructions state the kit is designed for the experienced modeller only and I would agree. Once put together it is an impressive model and one that is unlikely to be done by the larger model manufacturers. Going by the unused parts, the prototype and the two-seat Yak 52 could be next. I would only recommend this model to the more experienced modeller.

Mike Kingoley



special
HOBBY

Heinkel He 59B

Technical Data

Scale: 1/72nd
Kit No: SH 72033
Price: £29.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 67 (Grey), Resin 46, Etched 14, Clear 4
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

This limited-run model kit from Special Hobby comes in the now familiar black, end-opening box with good artwork adorning the front.

Inside we find a poly bag containing sprues of well moulded grey plastic with no flash and a set of nicely produced vac-form glazing which Special Hobby have thoughtfully duplicated. The detail is particularly good with stressed skin panels and finely scribed panel lines. The plastic has a slightly rough matt finish rather than being polished, but this does not seem to affect the final finishing of the kit.

The kit also contains a small etched metal fret for the aerals and access ladders and a set of beautifully cast resin parts for the main cockpit, front and rear gun stations and engine fronts and numerous small detail parts.

The Instructions

The instructions come in the common A5 booklet format, with a brief history on the front and a parts list on the first page. This must be followed quite closely as the parts are not numbered on the sprues, only on the diagrams.

Colours are given in the instructions but no manufacturers' paints are recommended. The build is shown in very clear and precise steps and is very easy to understand. At the end of the booklet you are presented with a set of painting instructions showing schemes for the Spanish Civil War 'Legion Condor', 1938 and for Luftwaffe splinter-camouflage 1939.

Strangely there are no diagrams to show the pattern of wing bracing wires, so further research will need to be done for this information.

Construction

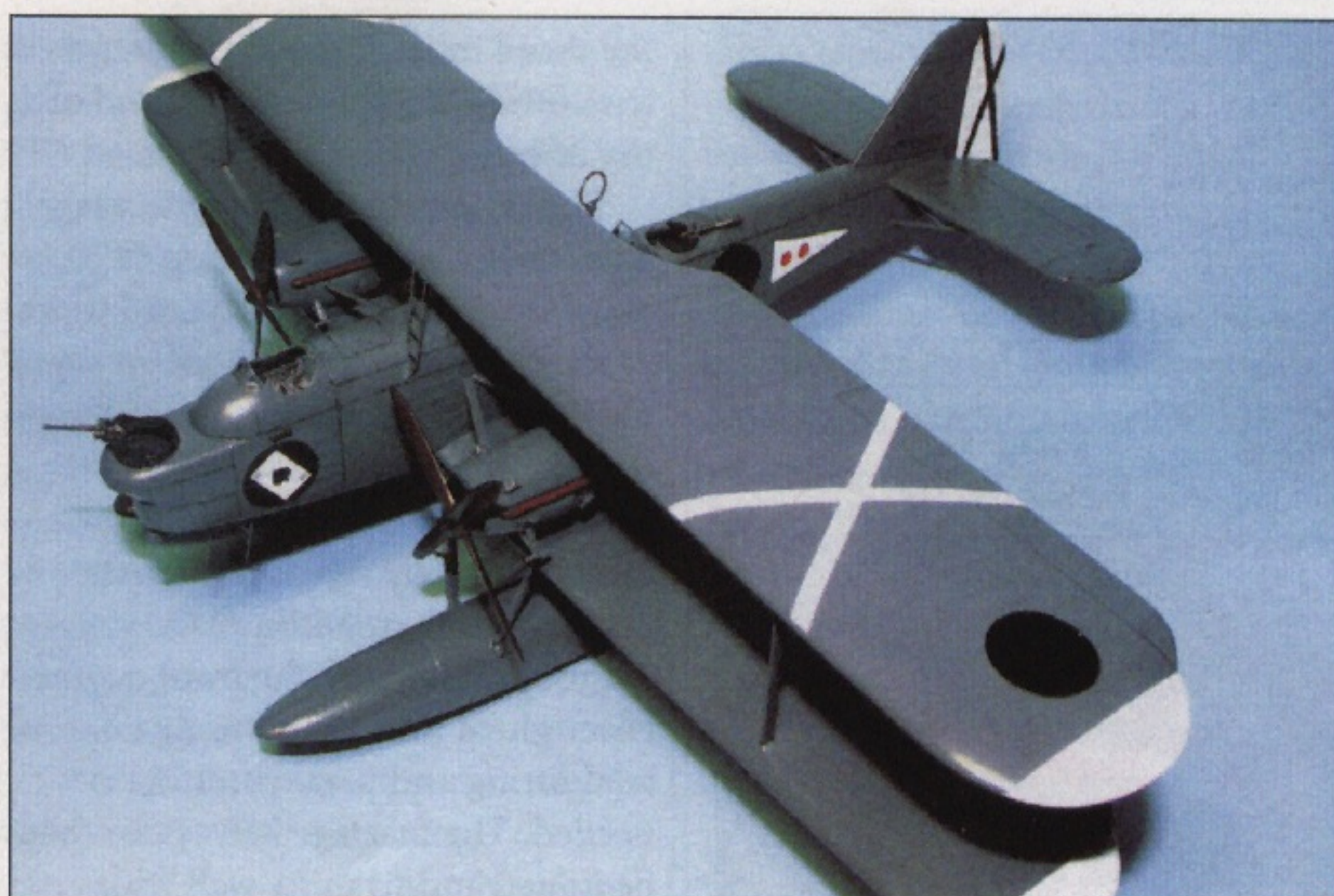
The construction starts with the resin cockpit. This is extremely well detailed and only requires the addition of the resin seat and control

column to complete it. This should be finished in dark grey with black instrument panels, with some switches picked out in white or silver. Next is the construction of the front gunner/radio operator station and the rear gun station. These resin items fit superbly and gave me no trouble at all. Only the front and rear gun ring mounts require extensive sanding to remove casting blocks.

The engine components are assembled next, and once again the resin engine fronts and exhaust pipes fit perfectly. At this stage the vac-form view ports need to be cut out and inserted at the rear bottom of the fuselage sides and, once they are masked and glued in place, the fuselage can be joined.

As this is a limited-run kit, you will notice there is a lack of locating pins on the kit parts. With a little care this should cause no real problems. The most care should be taken with the strengthening struts on the engine nacelles and the framework supporting the floats as these have no locating points and will need to be lined up carefully. You definitely need three hands for this one!

The wings are made up of upper and lower halves and are a butt joint to the fuselage. Because of this they need to be carefully supported and lined up during the gluing stage to ensure the fit is correct. Once all your wing, tail assemblies and bracing frames are fitted you can add your vac-form window to the front of the forward gunner's position, and the windscreens to the pilot's and rear gunner's position. Next is the attachment of the etched metal access ladders from the floats to the bottom wing on each side, and from the fuselage to the top wing, together with the aerals on the underside of the front gunner's compartment. After masking the windows with Tamiya tape I gave the whole model a coat of Halfords Grey Primer and set it aside to dry. Having decided on the grey Spanish Civil War scheme, I sprayed the kit using Model Master paint.



All the parts in this kit fit very well, easily as well as a mainstream kit, and I was happy to find no use for filler at all. Very impressive indeed!

Colour Options

There are two colour options given in the instructions, one for an overall grey scheme for the Legion Condor of the Spanish Civil War, and one for Luftwaffe splinter camouflage from 1939. I initially thought to go for the Luftwaffe camouflage but then realised that I do not have a single Spanish Civil War aircraft in my entire collection. It was decided, Legion Condor it was!

Accuracy

For a 1/72nd scale kit this is very large and impressive!

Aerospace's Warplanes of the Luftwaffe gives the dimensions as being 57ft 1in long and 77ft 9in span. With the model measuring 9.5 inches by 13 inches, this is almost spot on and it does look good!

Decals

There are two small but beautifully printed decal sheets included in the kit, one for the Luftwaffe with crosses, codes and a set of rather annoyingly split swastikas which must be assembled from two pieces. The other sheet contains crosses and circles for the Legion Condor in 1938 and a nice 'Ace of Spades' unit

marking.

The decals themselves are in perfect register and have good density and colour. Everything you would expect these days. They are extremely thin and need to be handled carefully. I foolishly damaged one of the black rudder crosses, but luckily had some thin black decals in the spares box to replace it.

Having given the kit a good coating of Johnsons Klear, the decals settled down well with no silvering. Decal Rating = 10/10.

Conclusion/Recommendation

I felt this was a well designed and produced kit. Limited-run technology is certainly getting better and kits of this quality are very close to mainstream kits. The resin components are superb, very easy to use and free of any air bubbles. The only difficult part is building and lining up all those support frames for the floats and tailplane, but with patience and a steady hand it should not be too hard for most. The mixed media nature of this kit means it is really for modellers with a bit of experience, but the parts fit so well that it should not stop anyone from having a go! Highly recommended!

My thanks to Special Hobby for the review sample.

Wayne Harrie



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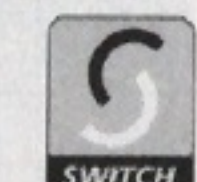
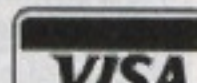
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Aires

1/72 Aires Accessories

A0701 Mosquito PE detail set

A0702 Spitfire Mk I Cockpit

A0703 P-51 Mustang Detail set

A0704 Me109 E34 Cockpit set

A0705 Tornado wheelbay

A0706 F-4 Phantom II wheelbay

A0707 Spitfire gun bay

A0708 D9 602 A/B engine

A0709 P-40 gun bay (set)

A0710 A-10A Thunderbolt II detail set

A0711 Mosquito PE detail set

A0712 Wright R1820 Engine

A0713 Ju-87D-5 Cockpit (set)

A0714 A-1H Skyraider cockpit (set)

A0715 Mosquito MkIV gun bay (set)

A0716 Spitfire Mk I Cockpit

A0717 P-51 Mustang Detail set

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A0719 Tornado wheelbay

A0720 F-4 Phantom II wheelbay

A0721 Spitfire gun bay

A0722 D9 602 A/B engine

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A0724 A-10A Thunderbolt II detail set

A0725 Mosquito PE detail set

A0726 Wright R1820 Engine

A0727 Ju-87D-5 Cockpit (set)

A0728 A-1H Skyraider cockpit (set)

A0729 Mosquito MkIV gun bay (set)

A0730 Spitfire Mk I Cockpit

1/48 Aires Accessories

A0407 He111 H4/H6 int set (rev)

A0408 P-38 Lightning cockpit set

A0409 AH-64A Apache (set)

A0410 Me262A Gun Bay

A0411 A-10 Thunderbolt II Cockpit

A0412 F-4 Phantom II Cockpit

A0413 P-51 Mustang Cockpit

A0414 Me109 E34 Cockpit

A0415 Tornado Cockpit

A0416 F-4 Phantom II Cockpit

A0417 Spitfire Mk I Cockpit

A0418 P-51 Mustang Cockpit

A0419 Me109 E34 Cockpit

A0420 Tornado Cockpit

A0421 F-4 Phantom II Cockpit

A0422 Spitfire Mk I Cockpit

A0423 P-51 Mustang Cockpit

A0424 Me109 E34 Cockpit

A0425 Tornado Cockpit

A0426 F-4 Phantom II Cockpit

A0427 Spitfire Mk I Cockpit

A0428 P-51 Mustang Cockpit

A0429 Me109 E34 Cockpit

A0430 Tornado Cockpit

A0431 F-4 Phantom II Cockpit

A0432 Spitfire Mk I Cockpit

A0433 P-51 Mustang Cockpit

A0434 Me109 E34 Cockpit

A0435 Tornado Cockpit

A0436 F-4 Phantom II Cockpit

1/48 Aires Accessories

A0407 He111 H4/H6 int set (rev)

A0408 P-38 Lightning cockpit set

A0409 AH-64A Apache (set)

A0410 Me262A Gun Bay

A0411 A-10 Thunderbolt II Cockpit

A0412 F-4 Phantom II Cockpit

A0413 P-51 Mustang Cockpit

A0414 Me109 E34 Cockpit

A0415 Tornado Cockpit

A0416 F-4 Phantom II Cockpit

A0417 Spitfire Mk I Cockpit

A0418 P-51 Mustang Cockpit

A0419 Me109 E34 Cockpit

A0420 Tornado Cockpit

A0421 F-4 Phantom II Cockpit

A0422 Spitfire Mk I Cockpit

A0423 P-51 Mustang Cockpit

A0424 Me109 E34 Cockpit

A0425 Tornado Cockpit

A0426 F-4 Phantom II Cockpit

A0427 Spitfire Mk I Cockpit

A0428 P-51 Mustang Cockpit

A0429 Me109 E34 Cockpit

A0430 Tornado Cockpit

A0431 F-4 Phantom II Cockpit

A0432 Spitfire Mk I Cockpit

A0433 P-51 Mustang Cockpit

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A0436 F-4 Phantom II Cockpit

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A0416 F-4 Phantom II Cockpit

A0417 Spitfire Mk I Cockpit

A0418 P-51 Mustang Cockpit

A0419 Me109 E34 Cockpit

A0420 Tornado Cockpit

A0421 F-4 Phantom II Cockpit

A0422 Spitfire Mk I Cockpit

A0423 P-51 Mustang Cockpit

A0424 Me109 E34 Cockpit

A0425 Tornado Cockpit

A0426 F-4 Phantom II Cockpit

A0427 Spitfire Mk I Cockpit

A0428 P-51 Mustang Cockpit

A0429 Me109 E34 Cockpit

A0430 Tornado Cockpit

A0431 F-4 Phantom II Cockpit

A0432 Spitfire Mk I Cockpit

A0433 P-51 Mustang Cockpit

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A0436 F-4 Phantom II Cockpit

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A0421 F-4 Phantom II Cockpit

A0422 Spitfire Mk I Cockpit

A0423 P-51 Mustang Cockpit

A0424 Me109 E34 Cockpit

A0425 Tornado Cockpit

A0426 F-4 Phantom II Cockpit

A0427 Spitfire Mk I Cockpit

A0428 P-51 Mustang Cockpit

A0429 Me109 E34 Cockpit

A0430 Tornado Cockpit

A0431 F-4 Phantom II Cockpit

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A0420 Tornado Cockpit

A0421 F-4 Phantom II Cockpit

A0422 Spitfire Mk I Cockpit

A0423 P-51 Mustang Cockpit

A0424 Me109 E34 Cockpit

A0425 Tornado Cockpit

A0426 F-4 Phantom II Cockpit

A0427 Spitfire Mk I Cockpit

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A0420 Tornado Cockpit

A0421 F-4 Phantom II Cockpit

A0422 Spitfire Mk I Cockpit

A0423 P-51 Mustang Cockpit

A0424 Me109 E34 Cockpit

A0425 Tornado Cockpit

A0426 F-4 Phantom II Cockpit

A0427 Spitfire Mk I Cockpit

A0428 P-51 Mustang Cockpit

A0429 Me109 E34 Cockpit

A0430 Tornado Cockpit

A0431 F-4 Phantom II Cockpit

A0432 Spitfire Mk I Cockpit

A0433 P-51 Mustang Cockpit

A0434 Me109 E34 Cockpit

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A0436 F-4 Phantom II Cockpit

accessories

Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

Aires

Another large batch of accessories and detail sets has recently been released by Aires, samples of which have been sent directly to us for review.

1/72nd Scale

Subject: Republic P-47D Detail Set

Scale: 1/72nd

Product No.: 7039

Type: Accessory

Designed for: Academy kit

Price: £TBA

Includes: This is a massive undertaking with no less than 102 resin parts and 40+ etched. Basically what you have is a complete new cockpit interior with instrument panel, rudder pedals, sidewalls, floor and seat. Next you get a complete new forward bulkhead, engine ring and engine. All the cowlings you have cut off to fit the new engine are replaced with highly detailed resin ones. If that is not enough there are new resin wheel well inserts and a complete open gun and ammunition bay for the port wing - phew!

Subject: A-1H Skyraider Cockpit Set

Scale: 1/72nd

Product No.: 7094

Type: Accessory

Designed for: Hasegawa kit

Price: £TBA

Includes: This set comprises a new cockpit tub, seat, instrument panel, sidewalls and control column all in resin, plus the instrument panel facia, seat belts and all smaller levers etc in etched brass. As always an acetate film is supplied to back the instrument panel facia.

1/48th Scale

Subject: MiG-15 Exhaust Nozzle

Scale: 1/48th

Product No.: 4163

Type: Accessory

Designed for: See Text

Price: £TBA

Includes: Just as the title says, all you get here is a detailed exhaust pipe for the MiG-15 complete with engine impeller details. The item does not identify a suitable kit, but I suspect this will fit both the Tamiya and Trumpeter kits.

Subject: Arado Ar 234B-1 Cockpit & Wheel Well Set

Scale: 1/48th

Product No.: 4164

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

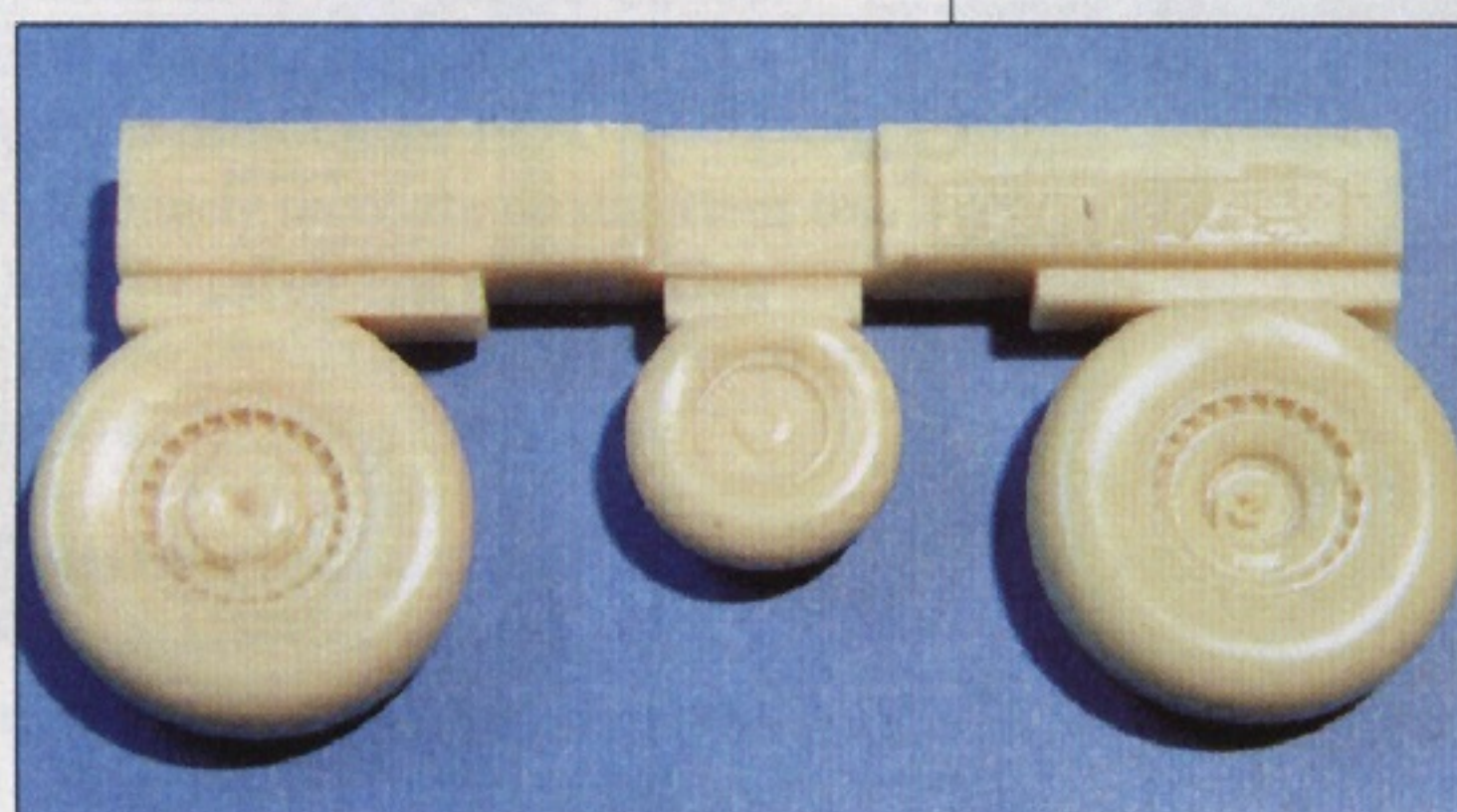
Includes: Basically this set is a combination of the cockpit (#4151) and wheel well (#4153) sets that have already been produced separately by Aires. See our reviews of those sets in the March (Vol.9 Iss.3) and June (Vol.9 Iss.6) editions respectively



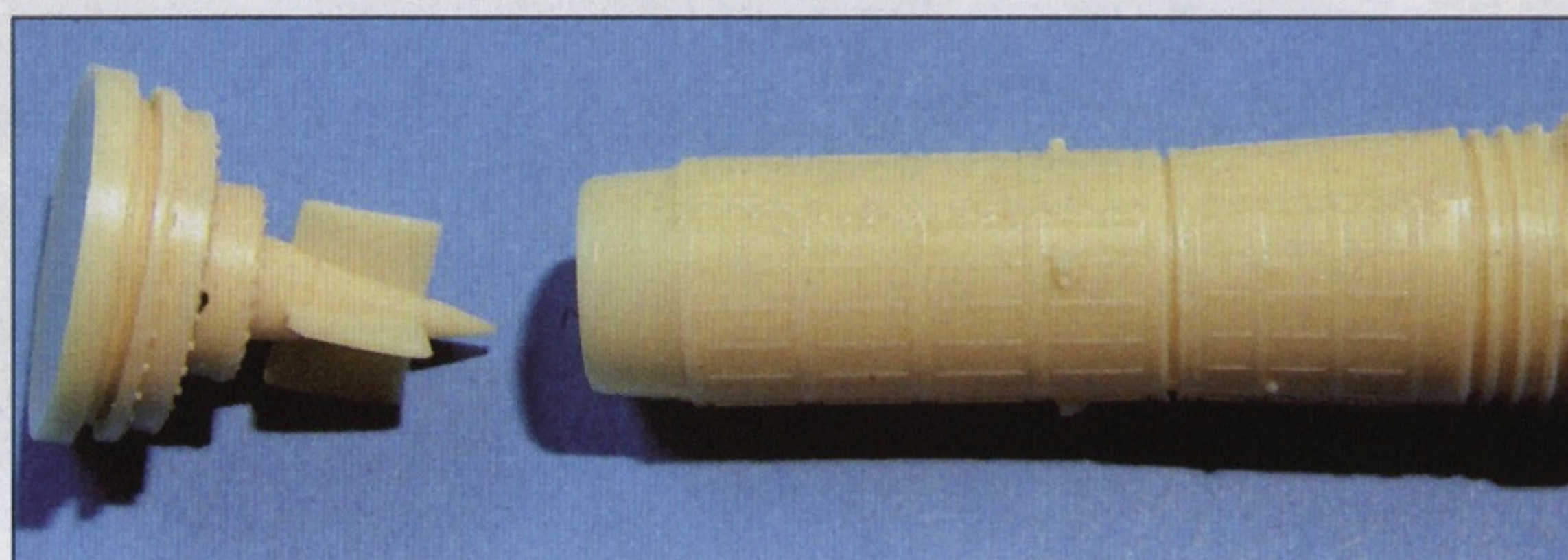
7039 Republic P-47D Detail Set (Academy) - Aires



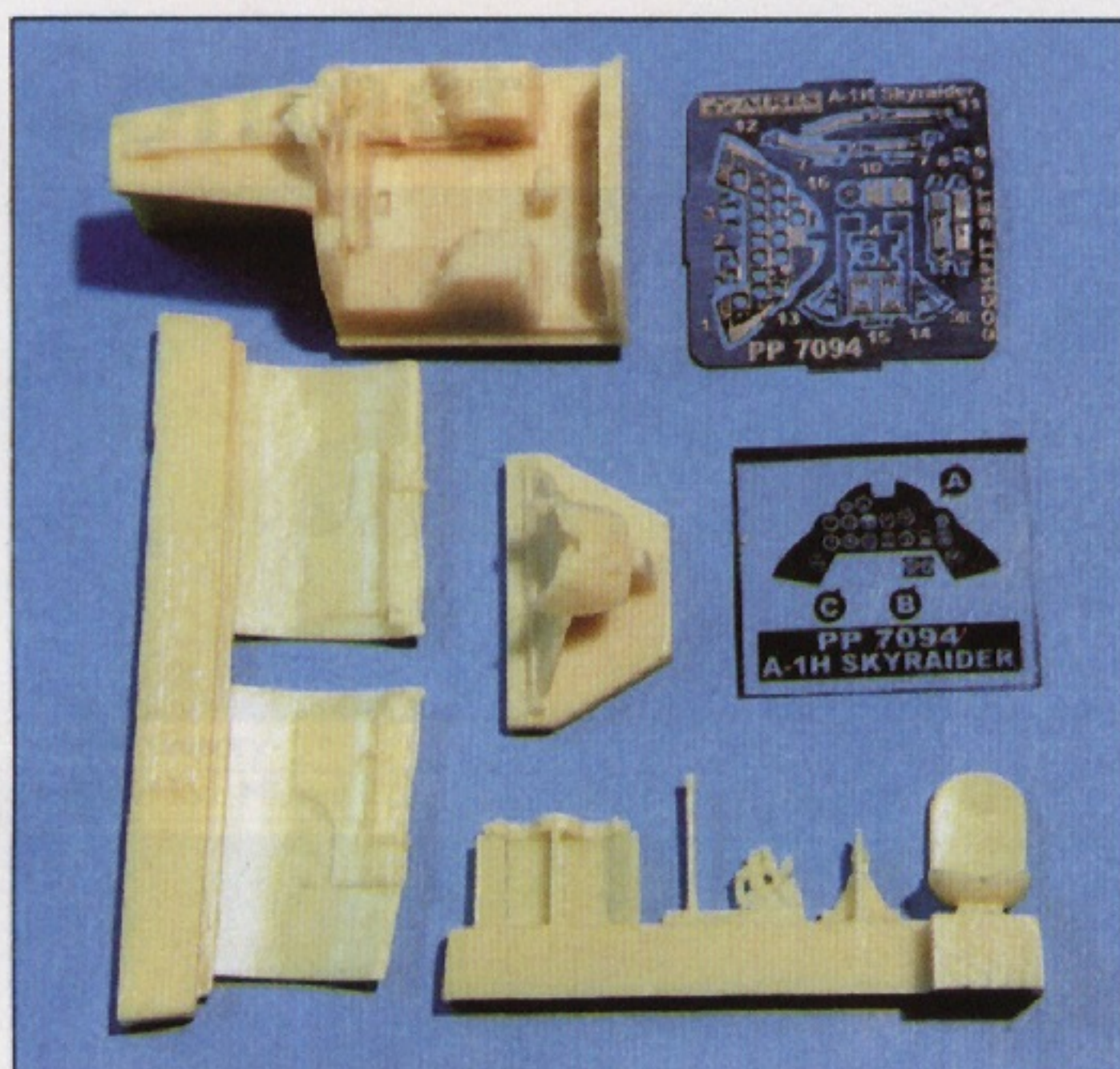
4164 Arado Ar 234B-1 Cockpit & Wheel Well Set (Hasegawa) - Aires



4165 Arado Ar 234 Wheels (Hasegawa) - Aires



4163 MiG-15 Exhaust Nozzle - Aires



7094 A-1H Skyraider Cockpit Set (Hasegawa) - Aires

Subject: Arado Ar 234 Wheels
Scale: 1/48th
Product No.: 4165
Type: Accessory
Designed for: Hasegawa kit
Price: £TBA

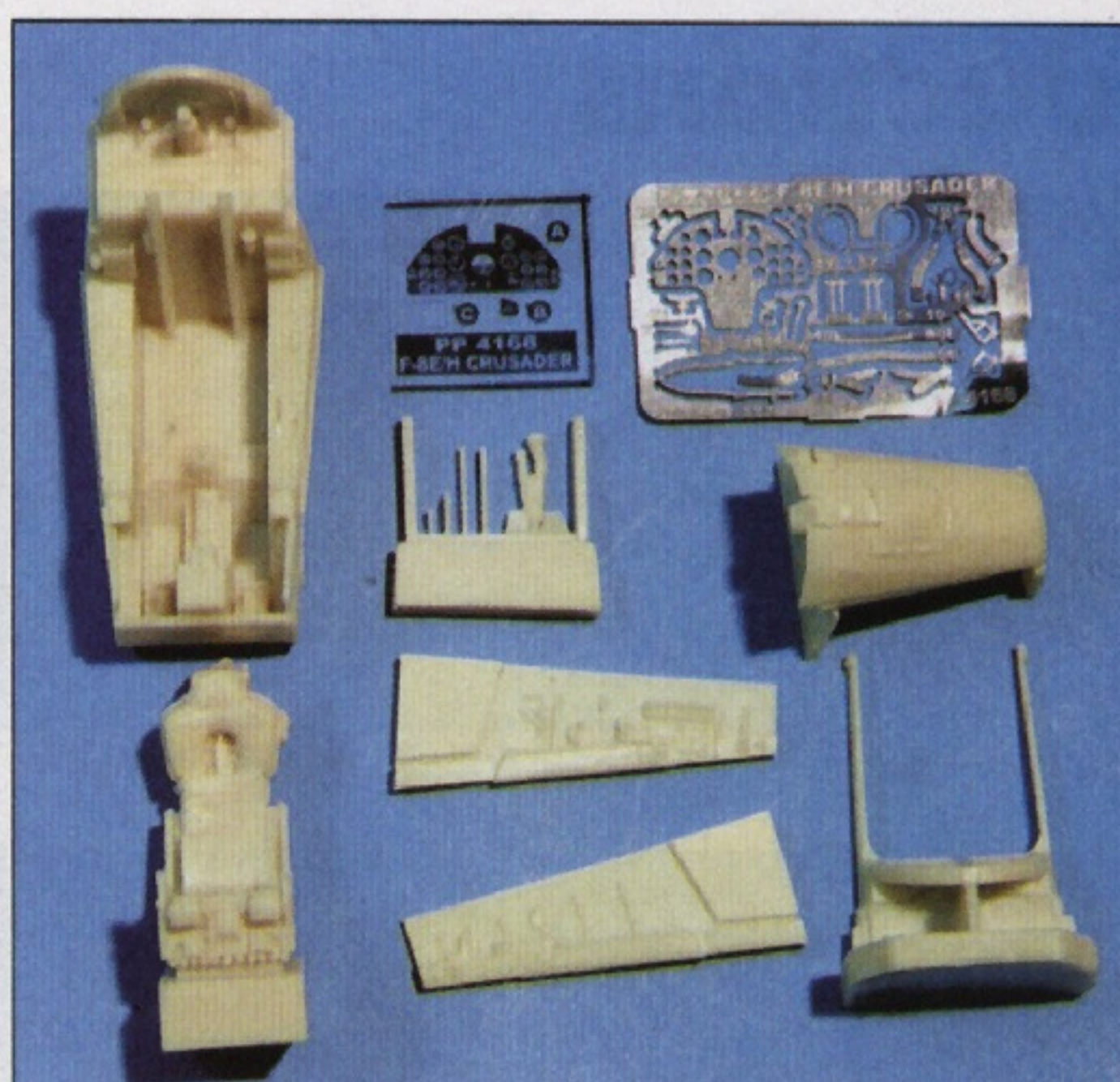
Includes: This set offers main and nose wheels, all suitably 'weighted' to look more realistic. The set also includes die-cut self-adhesive paint masks.

Subject: Wright R.1820 Cyclone
Scale: 1/48th
Product No.: 4166
Type: Accessory
Designed for: See Text
Price: £TBA

Includes: This engine is made up of separate resin components for the crankcase, cylinders and ancillaries. The etched fret offers the ignition harness and the cylinder baffles. This engine type is suitable for the B-17, Brewster F2A Buffalo, Curtiss Hawk 75A-4 etc.

Subject: F-8E Crusader Cockpit Set
Scale: 1/48th
Product No.: 4168
Type: Cockpit Detail Set
Designed for: Hasegawa kit
Price: £TBA

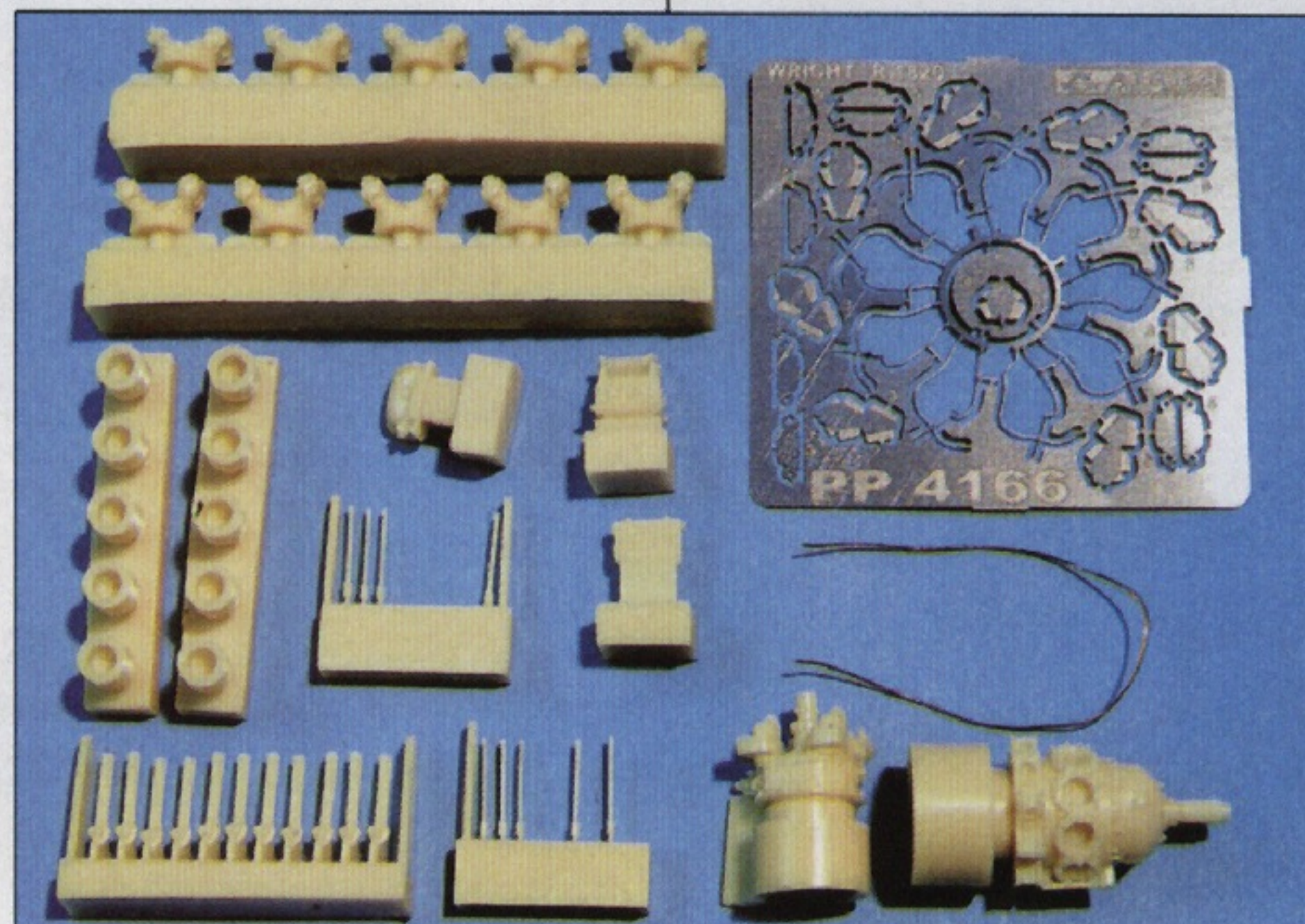
Includes: This set offers a new cockpit tub, ejection seat, instrument coaming and sidewalls all in resin. On top of this there is the instrument panel (with acetate film backing), rudder pedals, HUD frame and seat belts all in etched brass.



4168 F-8E Crusader Cockpit Set (Hasegawa) - Aires

Subject: Junkers Ju 87G 3.7cm BK Cannon Pods
Scale: 1/48th
Product No.: 4169
Type: Accessory
Designed for: Hasegawa kit
Price: £TBA

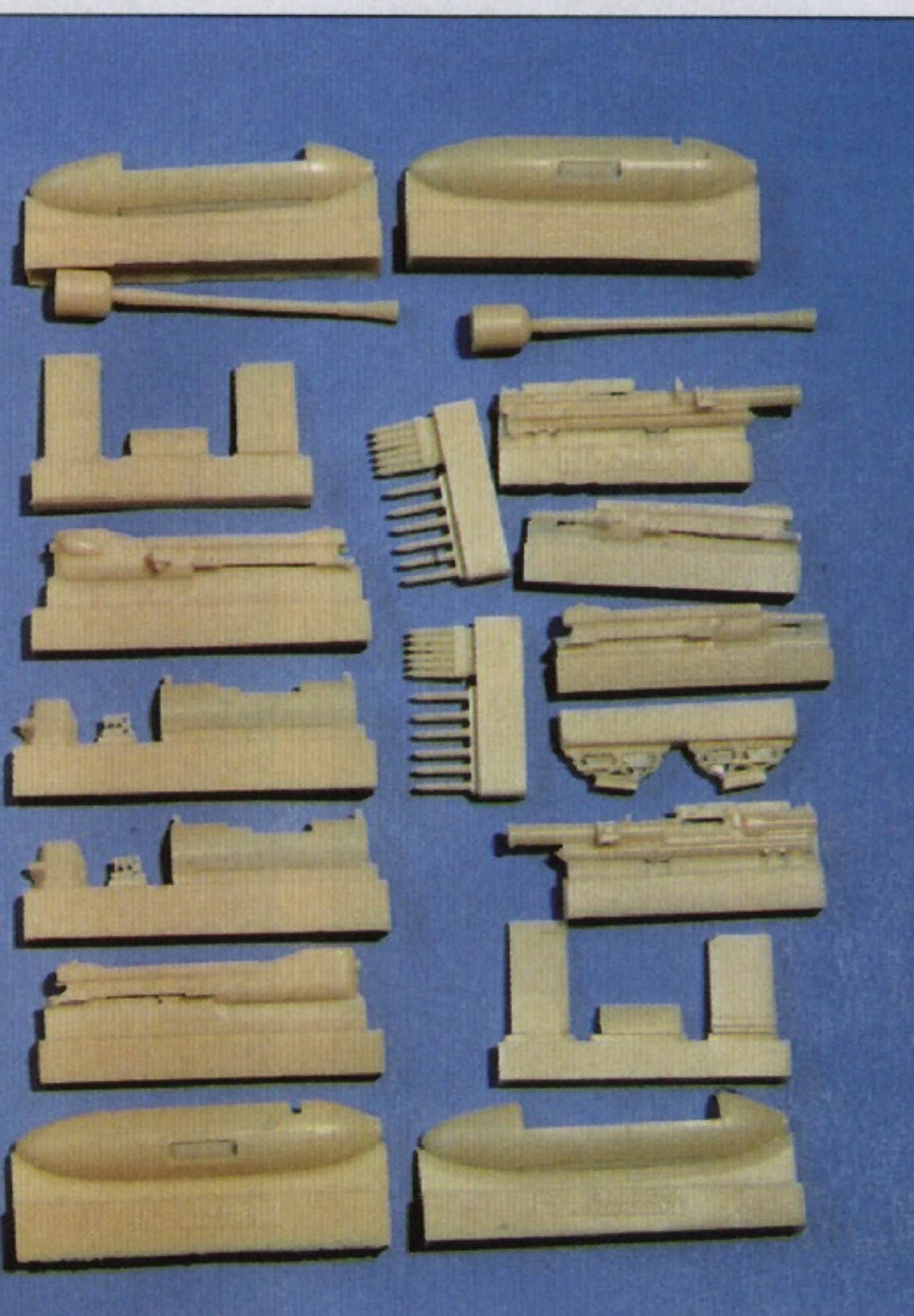
Includes: Each of these cannon pods comprises the main breech, barrel, two styles of cradle, separate covers with access panels and two styles of magazine all in resin.



4166 Wright R.1820 Cyclone - Aires



4169 Junkers Ju 87G 3.7cm BK Cannon Pods (Hasegawa) - Aires



Conclusion

I know you get fed up of me saying it, but this latest selection from Aires is stunning. There is no better way of describing their stuff, the level of detail and quality of casting alone make them well worth having. If you have any of the subject kits to build, you should really consider the Aires set for it.

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| URO 034 | Albatros W4 (Late) | | 1:72 | £8.49 |
| URO 043 | Bristol F2B | | 1:72 | £7.25 |
| URO 045 | S.E.5a w/ Wolseley Viper | | 1:72 | £7.25 |
| URO 048 | An-12BK PPS (Civil) | | 1:72 | £37.95 |

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| URO 404 | Sopwith 1 1/2 Strutter Bomber | | 1:48 | £17.50 |
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| | | | | |
|---------|-----------------------|-----------|------|--------|
| TM 2405 | A6M2b Model 21 "Zero" | COMPLETED | 1:24 | £69.95 |
| TM 1601 | Tu-95MS Bear H | | 1:72 | £63.95 |
| TM 1605 | F-107A Ultra Sabre | | 1:72 | £9.99 |
| TM 2213 | Yak-18 | NEW | 1:32 | £26.95 |
| TM 2214 | A-10 Warthog | | 1:32 | £69.99 |
| TM 2216 | Shenyang F-7 | | 1:32 | £39.95 |
| TM 2223 | F4F-4 Wildcat | NEW | 1:32 | £29.95 |
| TM 5101 | Mil Mi-4A Hound | | 1:35 | £54.95 |



| | | | | |
|---------|----------------------------|-----|-------|--------|
| TM 2817 | Savola Marchetti S.M.79-II | NEW | 1:48 | £29.95 |
| TM 2801 | US HH-65A Dolphin | | 1:48 | £14.99 |
| TM 2803 | MIG-19S Farmer C | | 1:48 | £29.95 |
| TM 2805 | MIG-15UTI Midget | | 1:48 | £16.95 |
| TM 2810 | Sukhoi Su-15 Flagon-A | | 1:48 | £34.95 |
| TM 2813 | FT-6 Shenyang Trainer | | 1:48 | £29.95 |
| TM 1322 | Type 97 Mavis Flying Boat | NEW | 1:144 | £9.50 |

Many more "Trumpeter" kits in stock

'EASTERN EXPRESS' MADE IN RUSSIA



| | | | | |
|-----------|----------------------------|-----|-------|-------|
| RAE 28809 | Tu-160 Blackjack Bomber | NEW | 1:288 | £6.95 |
| RAE 72105 | MIG-21bis | | 1:72 | £5.99 |
| RAE 72121 | Su-17M4 Fighter Bomber | NEW | 1:72 | £9.95 |
| RAE 72131 | Beriev MBR-2bis | | 1:72 | £9.99 |
| RAE 72208 | Spitfire Mk V Floatplane | | 1:72 | £4.49 |
| RAE 72225 | Sea Venom FAW | | 1:72 | £5.99 |
| RAE 72266 | Fairey Gannet | | 1:72 | £5.50 |
| RAE 72271 | BAC Lightning | | 1:72 | £7.99 |
| RAE 72276 | Supermarine Attacker | | 1:72 | £5.50 |
| RAE 96001 | Bristol Britannia 'Cubana' | | 1:96 | £9.95 |
| RAE 14405 | Tu-154 'Aeroflot' | | 1:200 | £8.50 |

Many more "Eastern Express" kits in stock

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Warbird Productions

Back in the April edition (See Vol.9 Iss. 4) we reviewed a new batch of accessories from this manufacturer. Well there are now more additions to this range, samples of which have been passed directly to us for review.

1/32nd Scale

Subject: Hurricane Mk I Watts Wooden Propeller
Scale: 1/32nd

Product No.: B3209

Type: Accessory

Designed for: Revell kit

Price: £TBA

Includes: This resin propeller is beautifully moulded as one piece.

Subject: Mosquito Bomber Canopy

Scale: 1/32nd

Product No.: TBA

Type: Accessory

Designed for: Revell kit

Price: £TBA

Includes: This set of vac-formed clear components offers the early 'split-screen' canopy as fitted to the bomber versions of the Mosquito. The set also includes a replacement nose blister, side windows and even camera ports for the PR versions based on the B Mk IV.

Note that this will soon be followed by similar sets for the 'flat' fighter and the later 'curved' bomber and PR canopies.

1/24th Scale

Subject: Spitfire Seat & Mounting Brackets

Scale: 1/24th

Product No.: A2403

Type: Accessory

Designed for: Airfix or Trumpeter (Spitfire) kits

Price: £TBA

Includes: This seat includes the back rest cushion and it is completed with the separately cast mounting framework.

Subject: Spitfire Mk V Rotol Propeller & Long Spinner

Scale: 1/24th

Product No.: A2404

Type: Accessory

Designed for: Airfix or Trumpeter kits

Price: £10.00

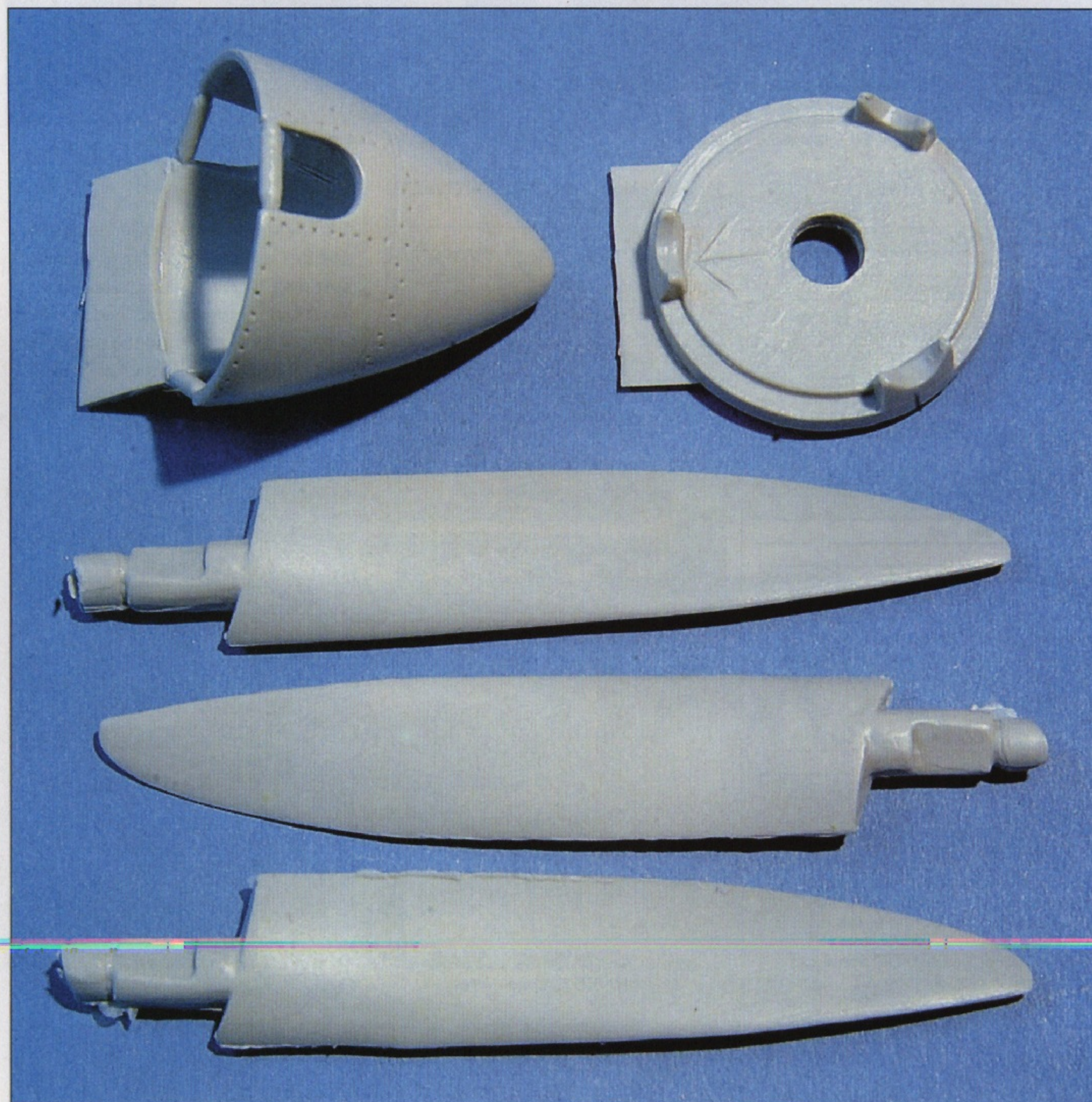
Includes: This propeller is of the 'flared blade' style and is made up of separate blades, (long) spinner and backplate.

Conclusion

Once again all of these products are manufactured to the highest quality and can be recommended to all without reservation. Warbirds are producing some lovely items for those of you working in the bigger scales - check out the maker's plate



B3209 Hurricane Mk I Watts Wooden Propeller - Warbird Productions



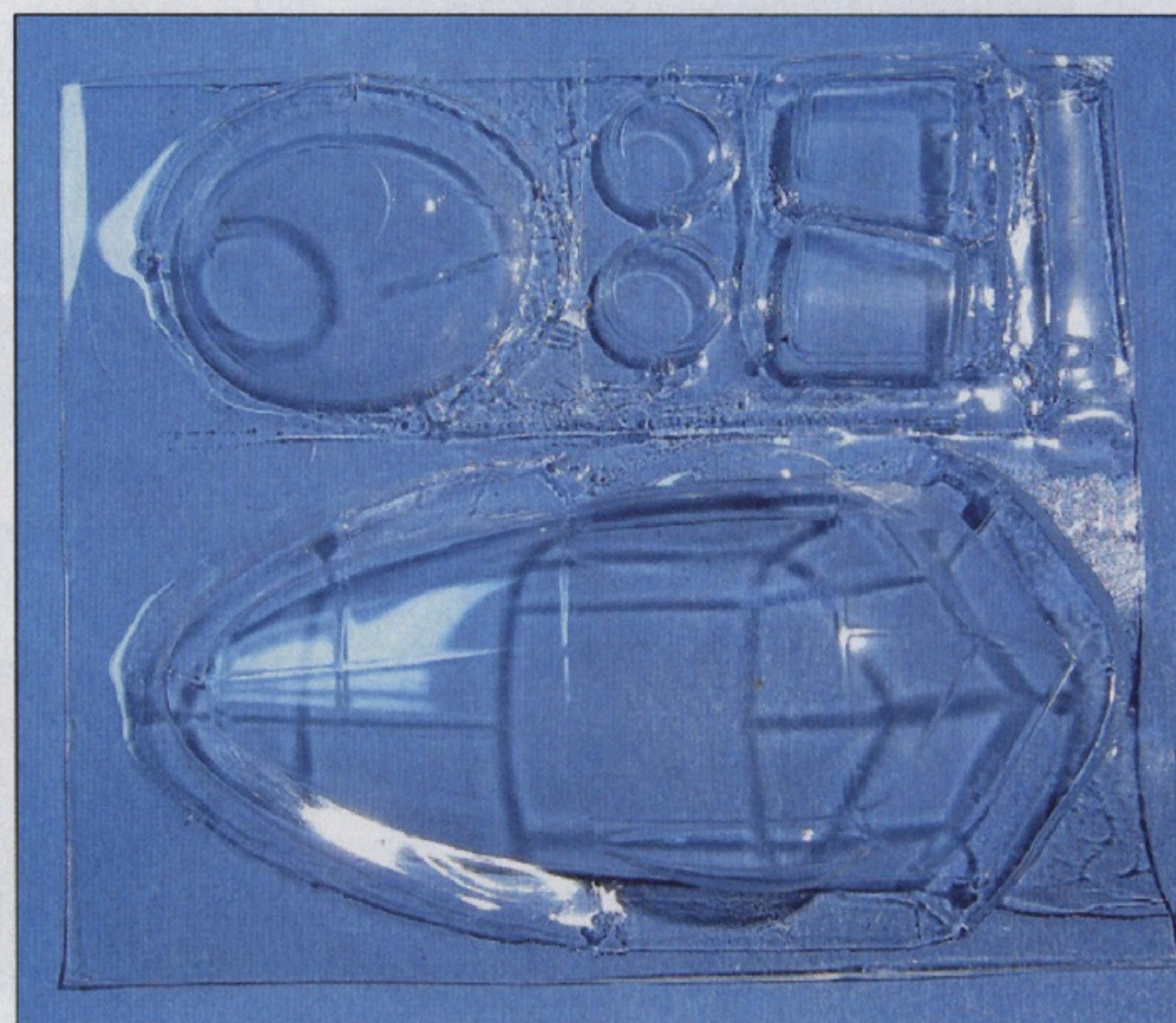
A2404 Spitfire Mk V Rotol Propeller & Long Spinner - Warbird Production

on the propeller spinner!

Our thanks to Warbird Productions for the review samples.



A2403 Spitfire Seat & Mounting Brackets - Warbird Productions



Mosquito Bomber Canopy - Warbird Productions

Contact

This is a new name from France, and samples of their first products have been sent to us by Special East sarl, their worldwide distributor.

1/48th Scale

Subject: PZL P-11c Wheels

Scale: 1/48th

Product No.: C001

Type: Accessory

Designed for: Mirage kit

Price: £TBA (€5.00)

Includes: This set offers 'weighted' main wheels to replace those in the Mirage kit.

1/24th Scale

Subject: P-51D Mustang Wheels

Scale: 1/24th

Product No.: C002

Type: Accessory

Designed for: Trumpeter kit

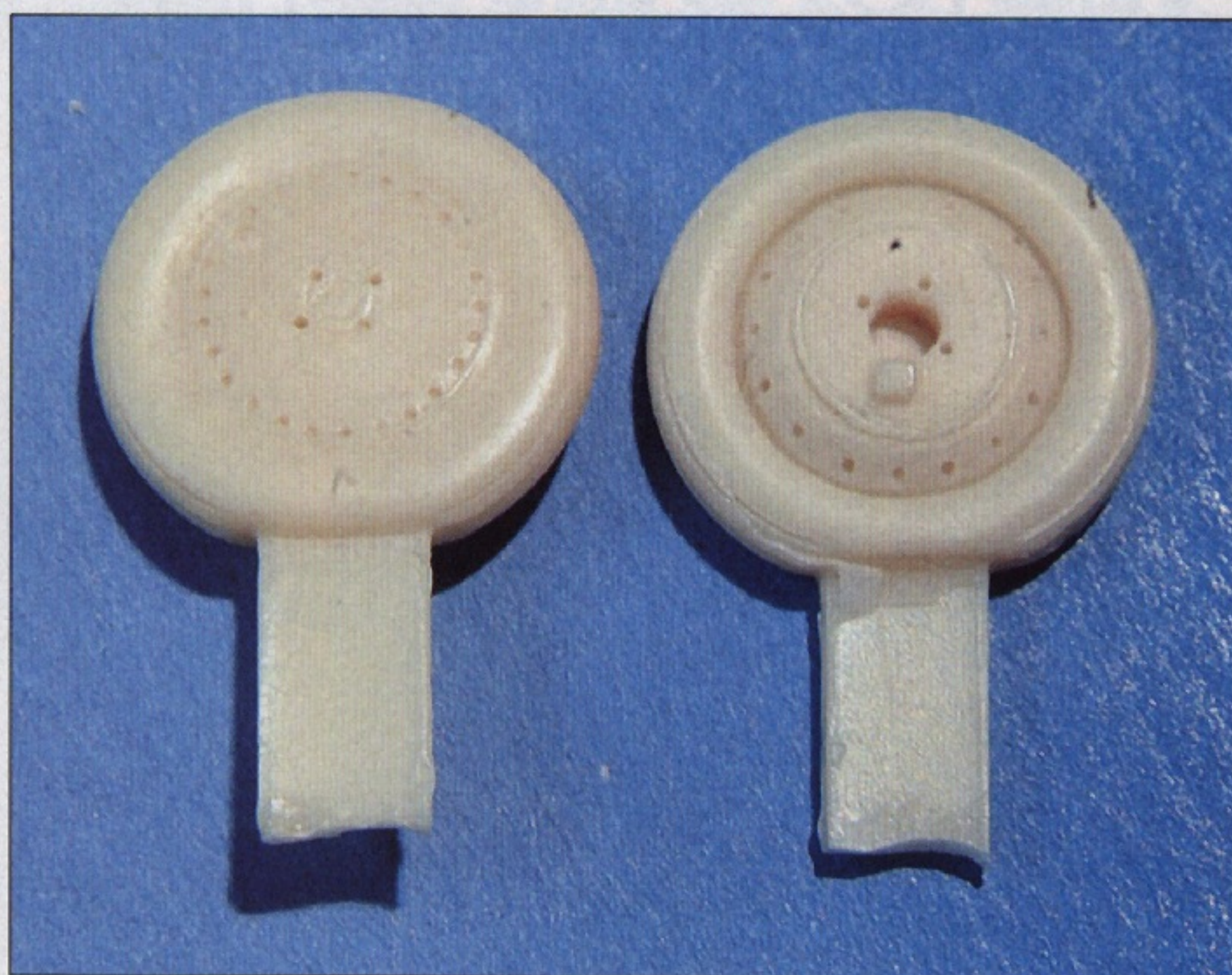
Price: £TBA (€16.00)

Includes: This set offers 'weighted' main and tailwheels to replace those in the Trumpeter kit, although there is no reason why you could not use them in the Airfix kit as well?

Conclusion

Each of these sets is beautifully cast and certainly a great improvement on the kit components. We are unaware of a UK stockist of this range as we go to press, so all enquiries should be made directly to Special East sarl.

Our thanks to Contact & Special East sarl for the review samples.



C001 PZL P-11c Wheels (Mirage) - Contact



C002 P-51D Mustang Wheels (Trumpeter) - Contact

Pete's Hangar

A new resin update set from this Australian manufacturer has been sent directly to us for review this month.

1/72nd scale

Subject: Vultee Vengeance Wheel Well Set

Scale: 1/72nd

Product No.: PHR 72003

Type: Detail Set

Designed for: Revell, Special Hobby or

Eastern Express kits

Price: £TBA (Aus\$9.95)

Includes: This set is designed for the above listed kit, but I am sure it would also fit the old Frog kit as well. Note that if these wheel wells are used in the Special Hobby kit, they will need to be sanded to fit and some locating pins may have to be removed.

Conclusion

A neat little set from Pete's Hangar and one that when combined with

their existing cockpit and engine detail set will go a long way to making a good Vengeance from the older kits as well as adding a little more to the Special Hobby kit.

Our thanks to Pete's Hangar for the review sample. UK modellers can obtain this range from Hannants.



PHR 72003 Vultee Vengeance Wheel Well Set (Revell, Special Hobby or Eastern Express) - Pete's Hangar

AVAILABLE IN GOOD MODEL SHOPS



1/48 SCALE 'HOBBYCRAFT' KITS

| | | | |
|---------|------------------------------|------|--------|
| HC 1438 | YP-59 Airacomet | 1:48 | £21.95 |
| HC 1439 | P-59A Airacomet | 1:48 | £21.95 |
| HC 1430 | A-4N Israeli Skyhawk | 1:48 | £15.95 |
| HC 1433 | A-4B Falklands Skyhawk | 1:48 | £14.95 |
| HC 1434 | A-4C Vietnam Skyhawk | 1:48 | £14.95 |
| HC 1437 | MIG-17PF Flashpoint | 1:48 | £13.95 |
| HC 1441 | F8F-1B French Bearcat | 1:48 | £13.95 |
| HC 1456 | Curtiss Allied Hawk | 1:48 | £12.95 |
| HC 1457 | WWII P-26 | 1:48 | £12.95 |
| HC 1518 | Me Bf.109C | 1:48 | £11.95 |
| HC 1525 | F4U-1 Birdcage Corsair | 1:48 | £13.95 |
| HC 1526 | F4U-1A Brewster Rack Bomber | 1:48 | £13.95 |
| HC 1527 | F4U-1D Ground Attack Corsair | 1:48 | £13.95 |
| HC 1528 | British Commonwealth Corsair | 1:48 | £13.95 |
| HC 1532 | Sea Fury FB11 | 1:48 | £10.99 |



| | | | |
|---------|---------------------------------|------|--------|
| HC 1533 | Hurricane Mk IID | 1:48 | £10.99 |
| HC 1541 | Me Bf.109G-6 Aces Mount | 1:48 | £11.95 |
| HC 1547 | AT-33 COIN Bird | 1:48 | £10.99 |
| HC 1550 | Vampire FB 9 | 1:48 | £10.99 |
| HC 1551 | P-35A Philippine Defender | 1:48 | £11.95 |
| HC 1566 | Me Bf.109B Early | 1:48 | £9.99 |
| HC 1587 | Morane MS406 | 1:48 | £9.99 |
| HC 1588 | Morane MS410 | 1:48 | £9.99 |
| HC 1598 | F-94B Starfire Interceptor | 1:48 | £11.95 |
| HC 1671 | Arado Ar 234B | 1:48 | £14.95 |
| HC 1675 | Vietnam Beaver w/ wheels & skis | 1:48 | £14.95 |

1/72 SCALE 'HOBBYCRAFT' KITS



| | | | |
|---------|--------------------------|------|--------|
| HC 2204 | AH-64 Anti-Terror Apache | 1:72 | £9.99 |
| HC 1323 | Sabre Mk 6 International | 1:72 | £10.99 |
| HC 1333 | F-15C USAF Interceptor | 1:72 | £9.99 |
| HC 1339 | Desert Storm Jaguar | 1:72 | £9.99 |
| HC 1356 | F2H-3/4 Banshee | 1:72 | £10.99 |
| HC 1370 | F-69A/B Scorpion | 1:72 | £10.99 |
| HC 1377 | F-69J Scorpion | 1:72 | £10.99 |



| | | | |
|---------|------------------------|------|--------|
| HC 1384 | Yak-38 Forger A | 1:72 | £9.99 |
| HC 1386 | Sabre 6 RCAF | 1:72 | £9.99 |
| HC 1391 | CF-100 Canuck | 1:72 | £9.99 |
| HC 1394 | CF-100 Mk 5 | 1:72 | £10.99 |
| HC 2304 | Vertol H-21C Workhorse | 1:72 | £11.95 |

FREE HOBBYCRAFT CATALOGUE

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1/144 SCALE 'HOBBYCRAFT' KITS



| | | | |
|---------|------------------------|-------|--------|
| HC 1272 | B-36D Prop Jet | 1:144 | £29.95 |
| HC 1271 | B-36B Peacemaker | 1:144 | £29.95 |
| HC 1273 | GRB-38 FICON w/ RF-84K | 1:144 | £29.95 |
| HC 1281 | B-2 Stealth Bomber | 1:144 | £12.95 |
| HC 1250 | B-47B Stratojet | 1:144 | £14.95 |

'HOBBYCRAFT' KITS IN OTHER SCALES



| | | | |
|---------|------------------------------------|-------|--------|
| HC 1687 | SPAD XIII Aces | 1:32 | £15.95 |
| HC 1688 | SPAD XIII International | 1:32 | £15.95 |
| HC 1201 | Air Canada 747-400 (display model) | 1:100 | £29.95 |

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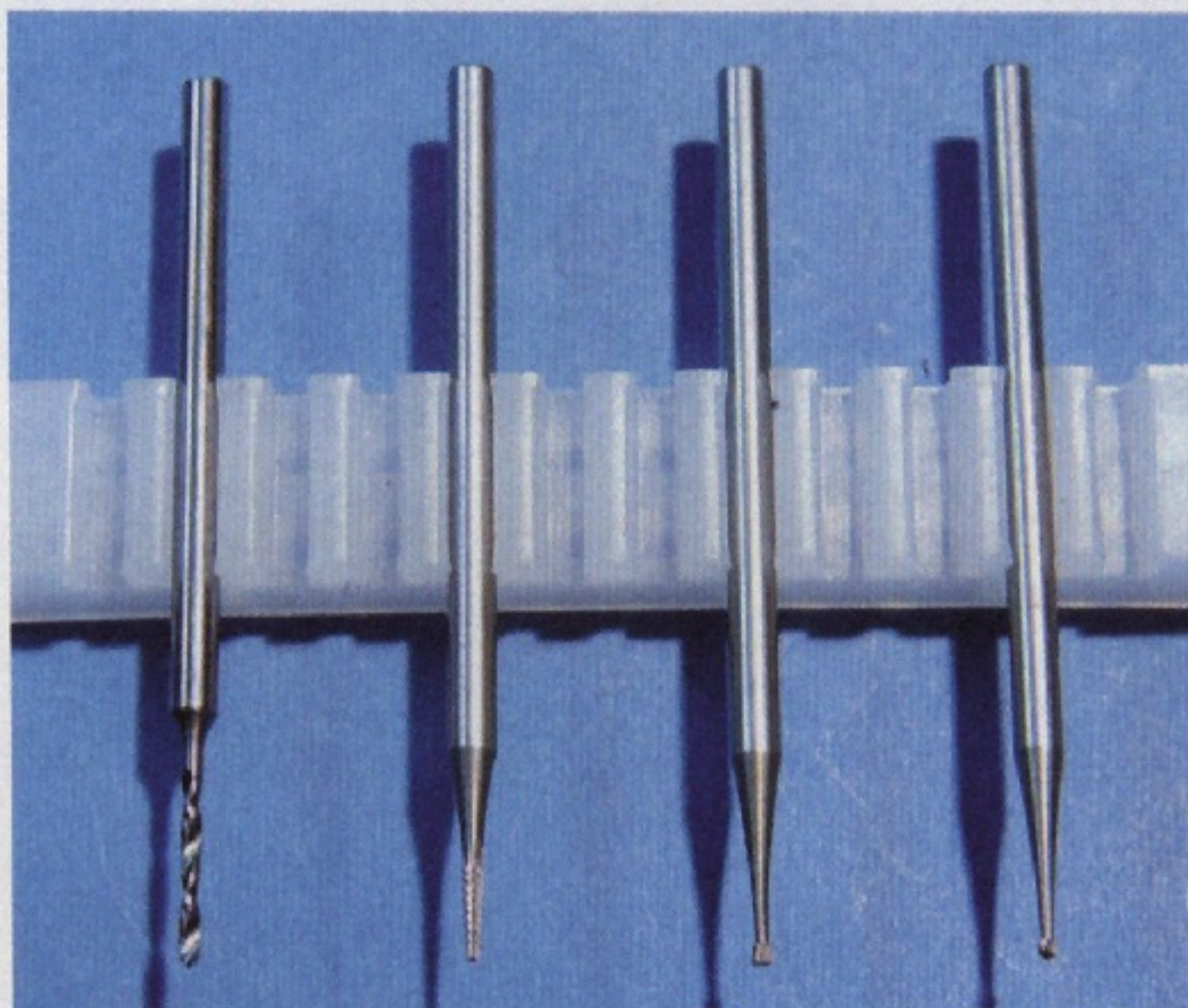
modelling products

Urawa Corporation

This is a well known tool manufacturer in Japan, and samples of some of their most popular items have been sent directly to us for review this month.

HST-Aset - Steel Bit Set

This set of four engraving bits comes in a plastic storage box. The four bits offered are all of 1.0mm diameter and are router bits used for engraving or carving resin, plastic and soft metals. They are offered in different styles, comprising one each of a 'domed', 'square tip', 'round file' and 'drill' type. The latter item has a 10mm plunge depth to it.



HST-Aset Steel Bit Set



HMB-Aset Brass Brushes



HRS-MINI Roll Sander

HMB-Aset - Brass Brushes

This set of three brass brushes also comes in a plastic storage box. The set comprises one 20mm diameter and two 5mm diameter brass brushes ideal for cleaning and polishing soft metal etc.

HRS-MINI - Roll Sander

An odd name I know, and looking at these you may wonder what they are? They are in fact sanding pads, designed to screw into the mandrel included. This pack offers ten each coarse (green base) and medium (red base) grit pads.

These pads are good for polishing and sanding and are ideal for removing mould lines in hard-to-get-to areas on models.

HRS-SET - Roll Sander

These sanding pads again include the mandrel and offer ten each of the coarse (green base) and medium (red base) grit pads, although this time they are much bigger (approx. twice the size of those in the HRS-MINI set) for larger areas.

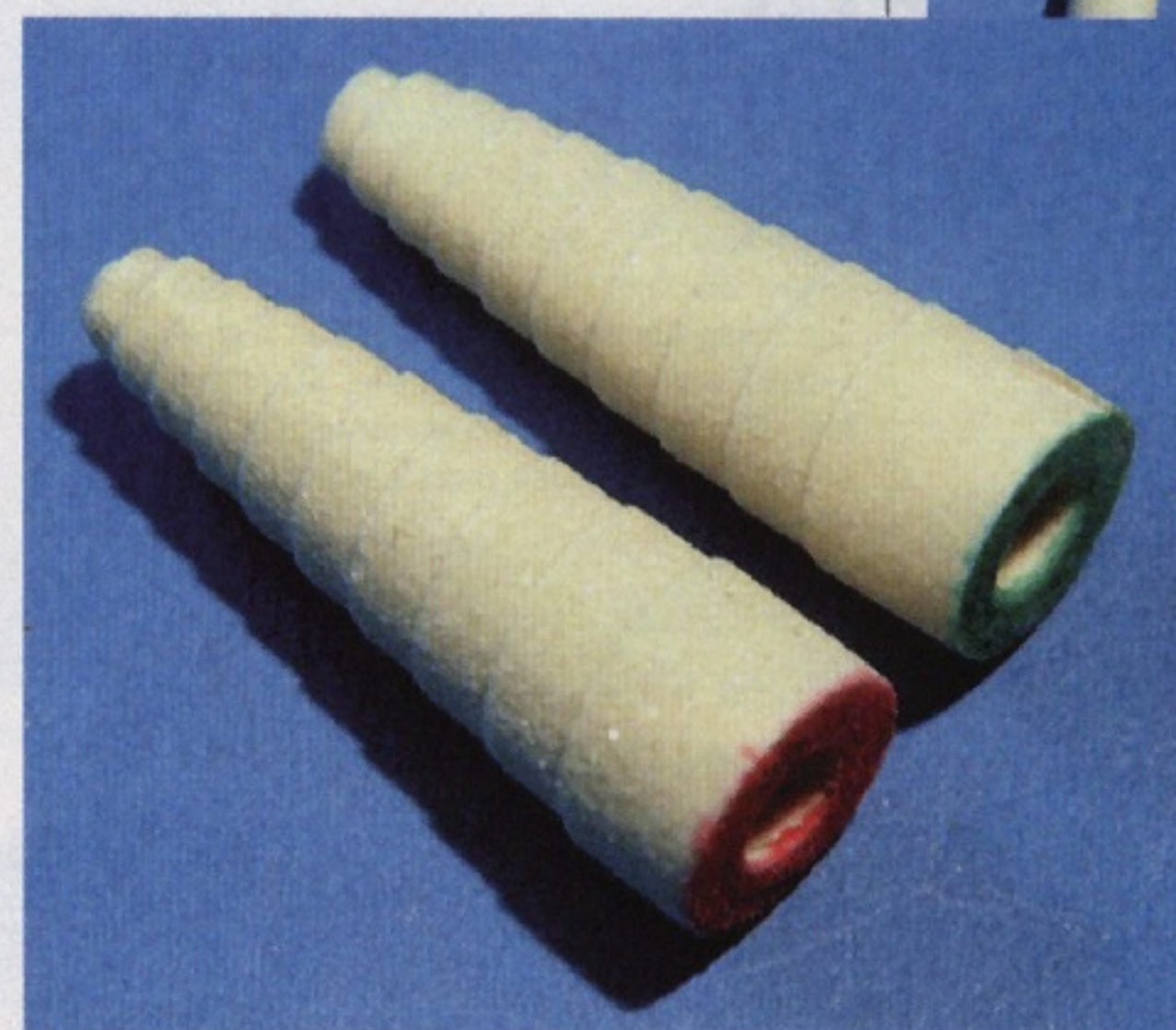
HD10 - Micro Grinder

Now you have all seen power tools

diameter drill bit (so it takes all the above routers, brushes and sanding pads). there is no chuck or chuck key to worry about, just pull the bit out with pliers and press another one in. The whole unit weighs less than 70g (without batteries) and takes two AA size 1.5v batteries.

Conclusion

This little range of tools from Urawa is excellent, their lineage in making tools for the dental industry for over



HRS-SET Roll Sander - Urawa Corp.

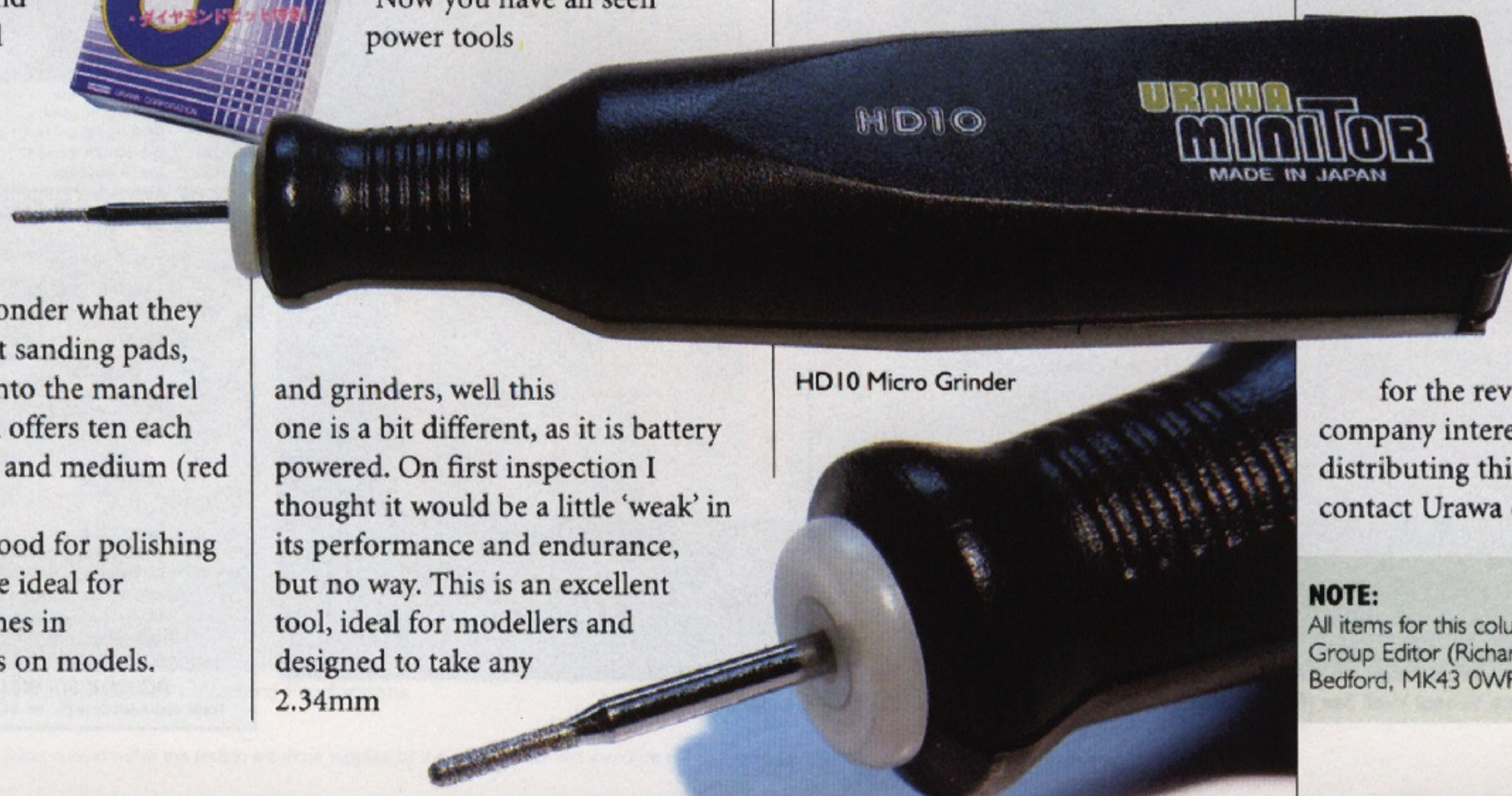
30 years is obvious and each of the items reviewed above has that 'completeness' and quality we all come to expect from a Japanese product. Each is most highly recommended therefore and one can only hope this range will become readily available outside of Japan so that modellers worldwide can enjoy it.

Our thanks to Urawa Corporation

for the review samples. Any company interested in stocking or distributing this range should contact Urawa directly.

NOTE:

All items for this column are to be sent to the Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF, United Kingdom.



HD10 Micro Grinder

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F/A-18C HORNET

1/32



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Aerocalcas

It have been quite a while since we have seen anything new from this Argentinian manufacturer, but samples of their most recent sheets have been passed directly to us for review.

1/72nd Scale

72015 - C-47/DC-3, Lynx & Texan

- 1. Douglas C-47, YC-33, Fuerza Aérea Argentina, Quinta Brigada Aérea.
- 2. Douglas DC-3, T-103, Fuerza Aérea Argentina, II Brigada Aérea.
- 3. N.A. SNJ Texan, EAN-219 of the Escuela de Aviación Naval.
- 4. Westland Lynx, 3-H-141 used by the Armada Argentina (Argentine Navy) during the Falklands War in 1982.

72019 - Albatros, S-58 & UH-1H

- 1. Grumman Albatros, 4-BS-1 of BAN Comandante Espora based at Bahía Blanca in 1964.
- 2. Sikorsky S-58, 2HT-10 of the Armada Argentina (Argentine Navy) from 1958 to 1961.
- 3. Bell UH-1H, 3-H-301 of the Marina de la Armada Argentina (Argentine Marines) from 1998.

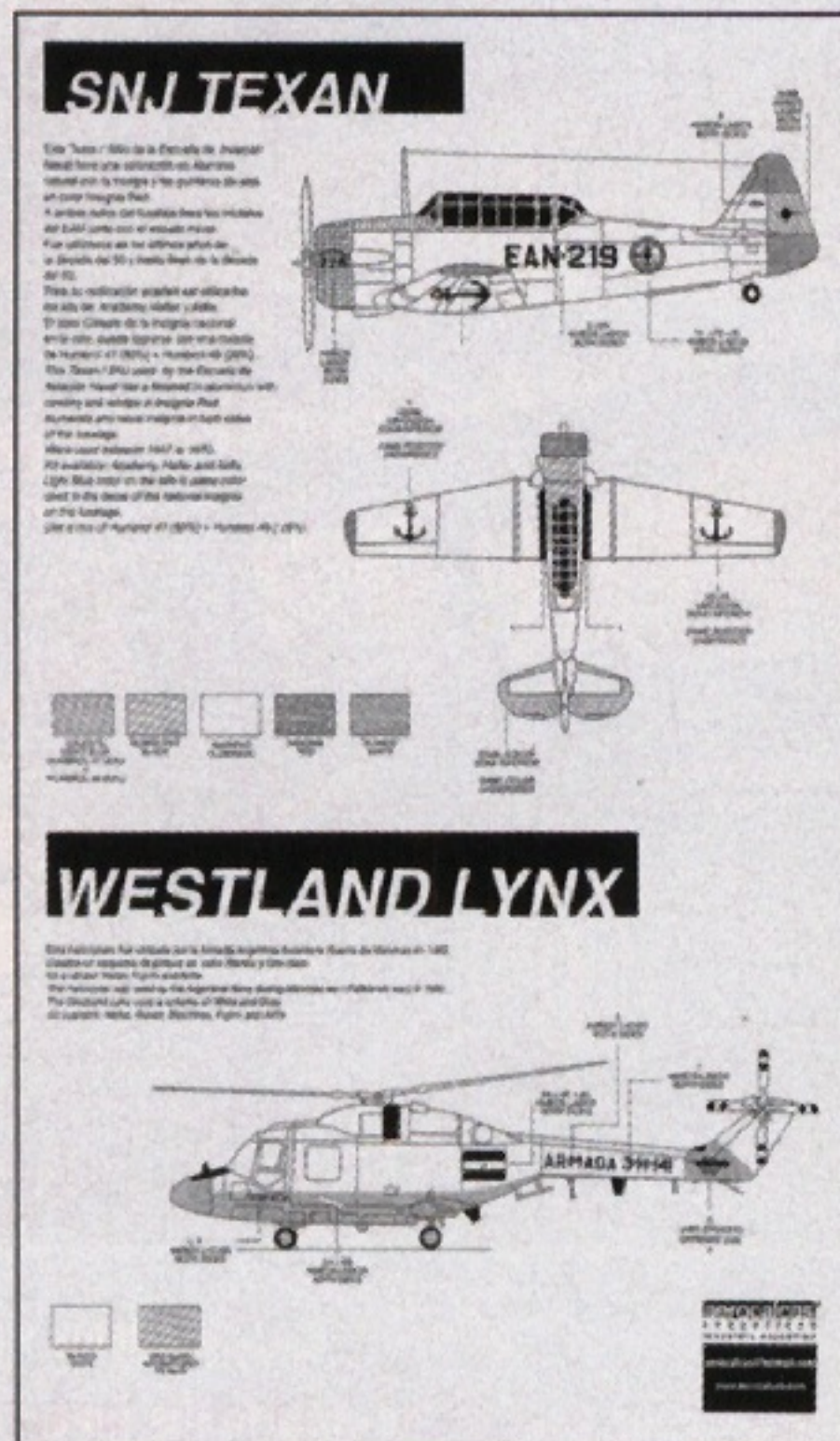
72020 - Canberra & Bell 212

- 1. Canberra B.62 as used by the Fuerza Aérea Argentina during the Falklands War in 1982. Options for all nine B Mk 62s and two T Mk 64s are included.
- 2. Bell 212, 7 de Helicopteros, VII Brigada Aérea, Fuerza Aérea Argentina.
- 3. Bell 212, H-86, VII Brigada Aérea, Fuerza Aérea Argentina.

1/48th Scale

48010 - Corsair & Gloster Meteor

- 1. F4U-5 Corsair. This sheet offers markings for ten F4U-5s operated by the Marina de Guerra and the Armada Argentina (Argentine Navy) from 1956 to 1965.



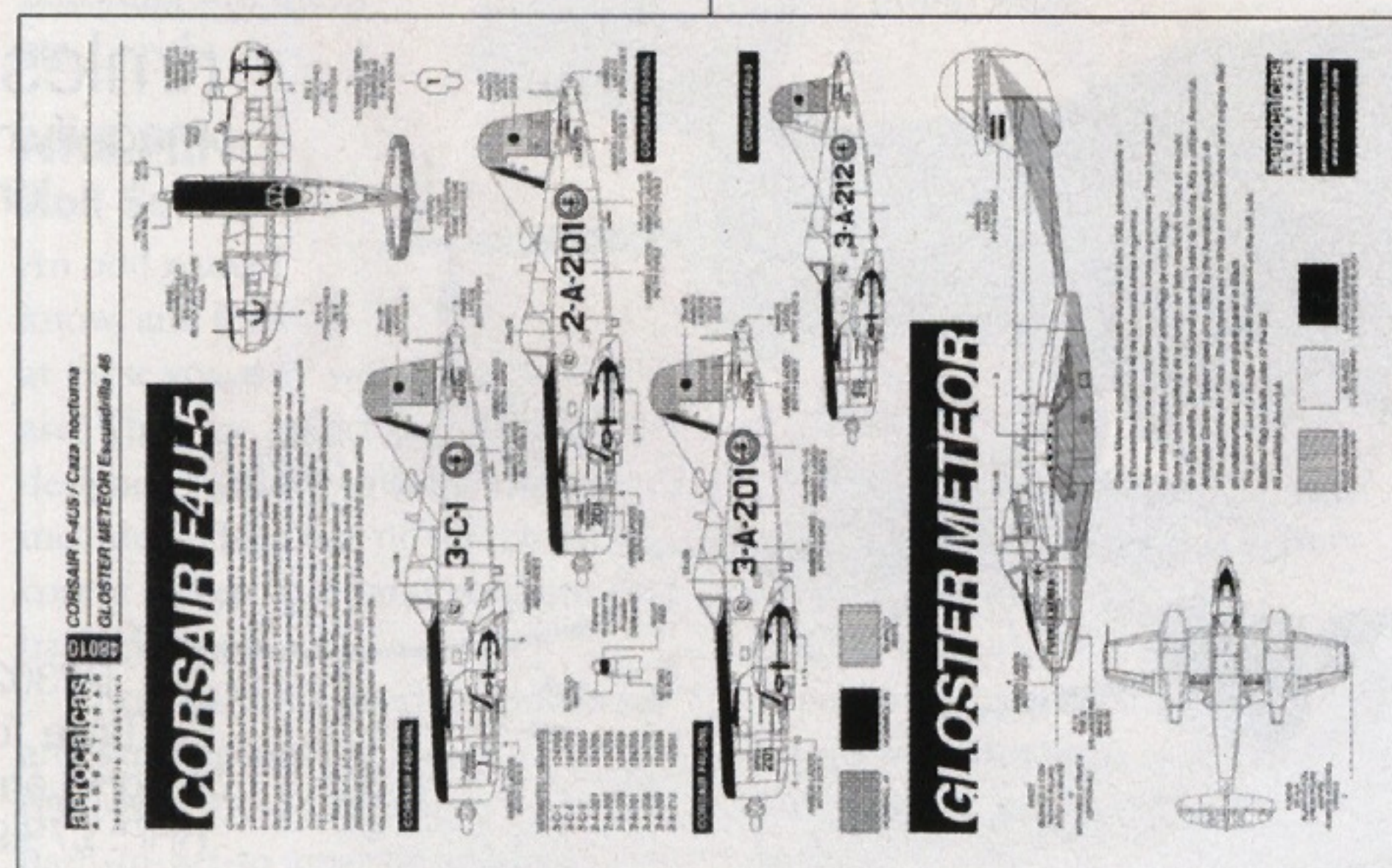
72015 C-47/DC-3, Lynx & Texan - Aerocalcas

- 2. Gloster Meteor used by Aerobatic Squadron 46 of the Fuerza Aérea Argentina in 1962.

Conclusion

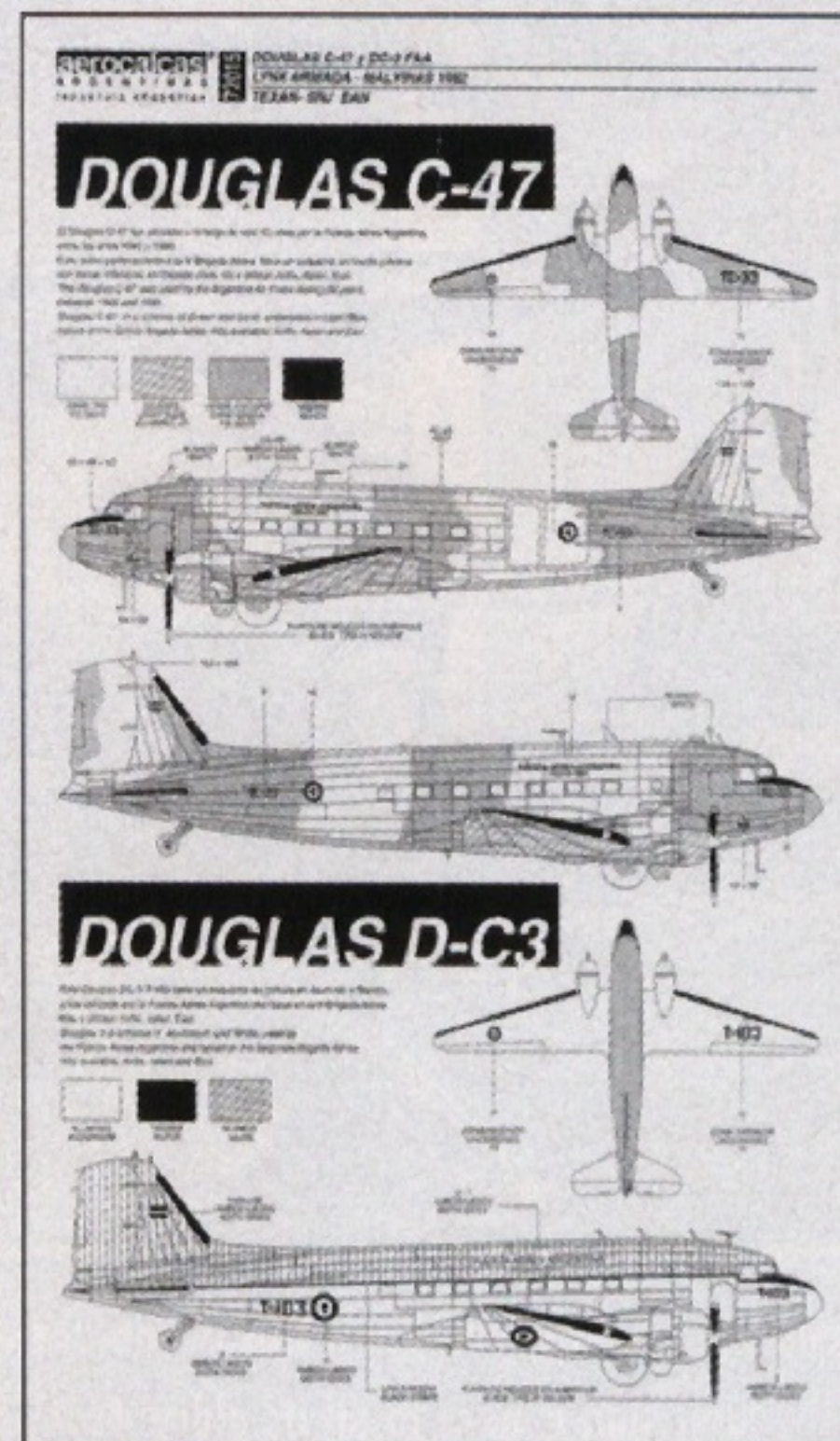
Each of these sets is well produced with clear instructions and English captions. The decals themselves are printed with continuous carrier film, so care will be required in removing them from the backing sheet. Most of the sets are made up of a number of sheets as images have been grouped by colour, so you get one sheet of black images, one of white and one multi-coloured; this is not a problem, just a little different from what you may expect.

Our thanks to Aerocalcas for the review samples. We are not aware of any UK stockist of this range as we go to print, so all enquiries should be made directly to the manufacturer.



48010 Corsair & Gloster Meteor - Aerocalcas

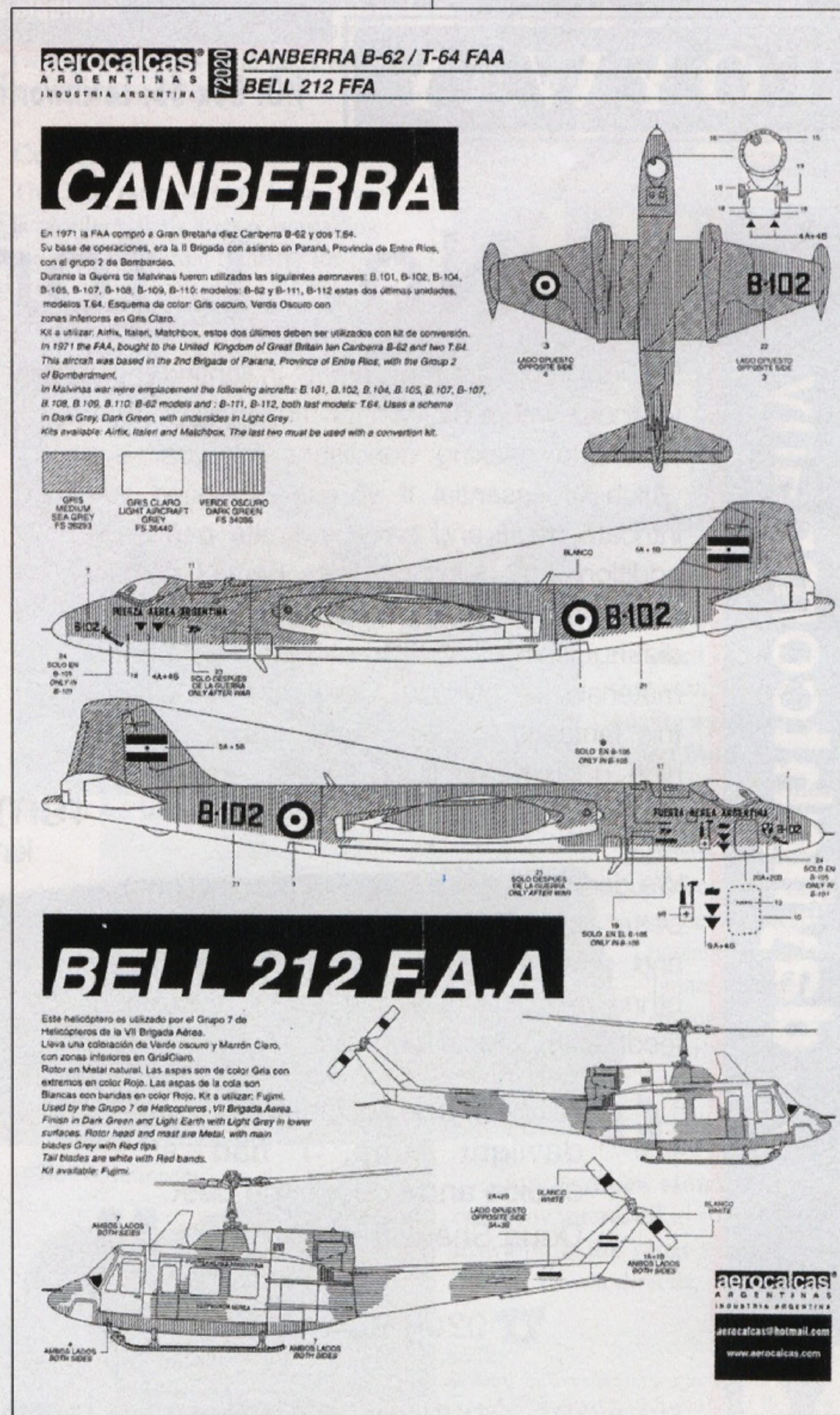
Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF



72015 C-47/DC-3, Lynx & Texan - Aerocalcas

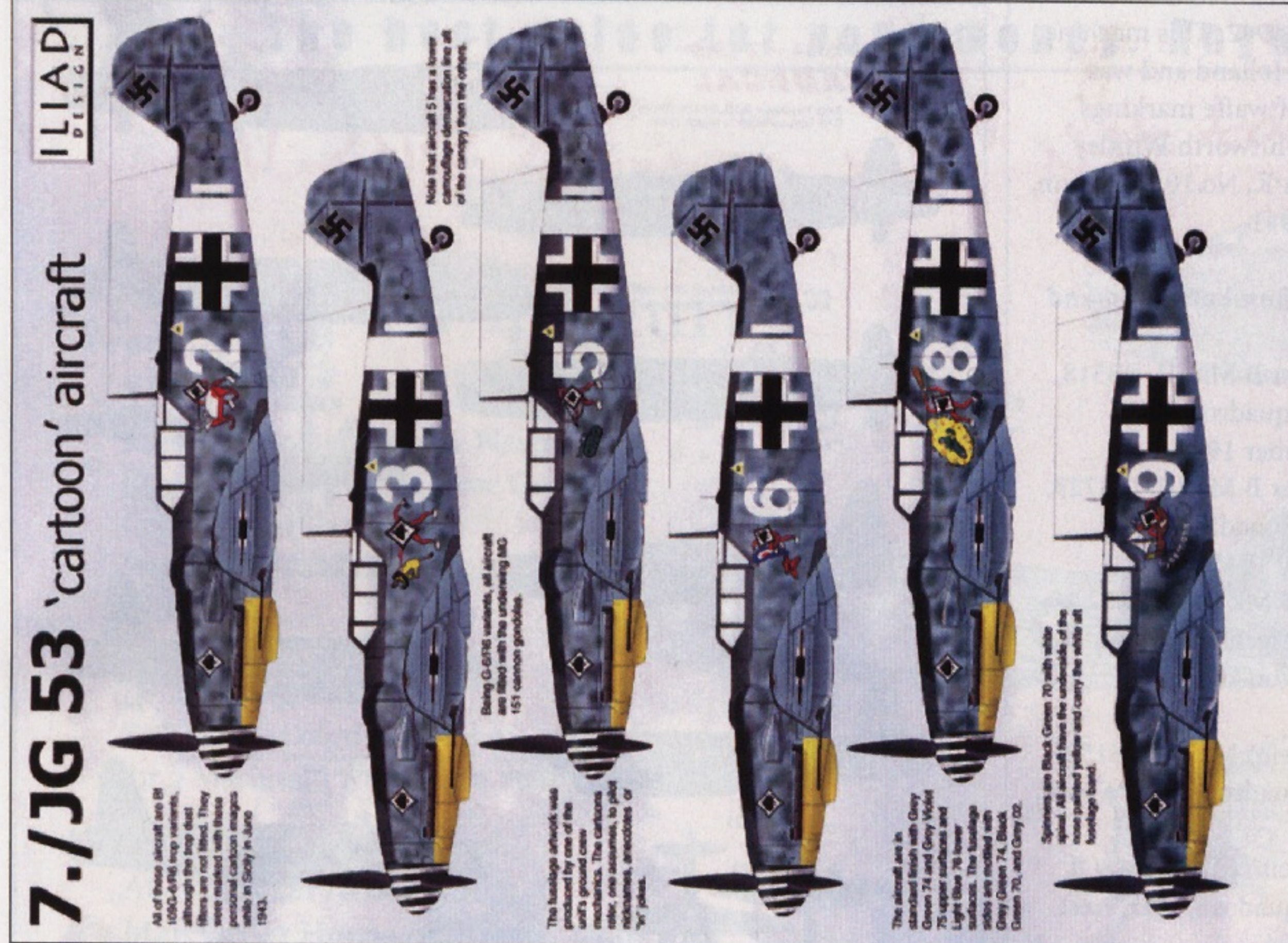


72019 Albatros, S-58 & UH-1H - Aerocalcas



72020 Canberra & Bell 212 - Aerocalcas

Iliad Design



48002 7./JG53 'Cartoon' Aircraft - Iliad Design

This is a new name from Canada and samples of their first two sheets have been passed directly to us for review.

1/48th Scale

48001 - Pre-War Hurricanes

- 1. Mk I, L1568, *S, No.73 Squadron, 1938.
- 2. Mk I, L1975, UV*K, No.17 Squadron, early 1939.
- 3. Mk I, L1990, LR*R, No.56 Squadron, mid-1939.
- 4. Mk I, 315, No.1 Squadron RCAF, Summer 1939.

Price: £8.25

48002 - 7./JG53 'Cartoon' Aircraft

- 1. Bf 109G-6/R6, 'White 2', 7./JG53. Sicily, June 1943.
- 2. Bf 109G-6/R6, 'White 3', 7./JG53. Sicily, June 1943.
- 3. Bf 109G-6/R6, 'White 5', 7./JG53. Sicily, June 1943.
- 4. Bf 109G-6/R6, 'White 6', 7./JG53. Sicily, June 1943.

*5. Bf 109G-6/R6, 'White 8', 7./JG53. Sicily, June 1943.

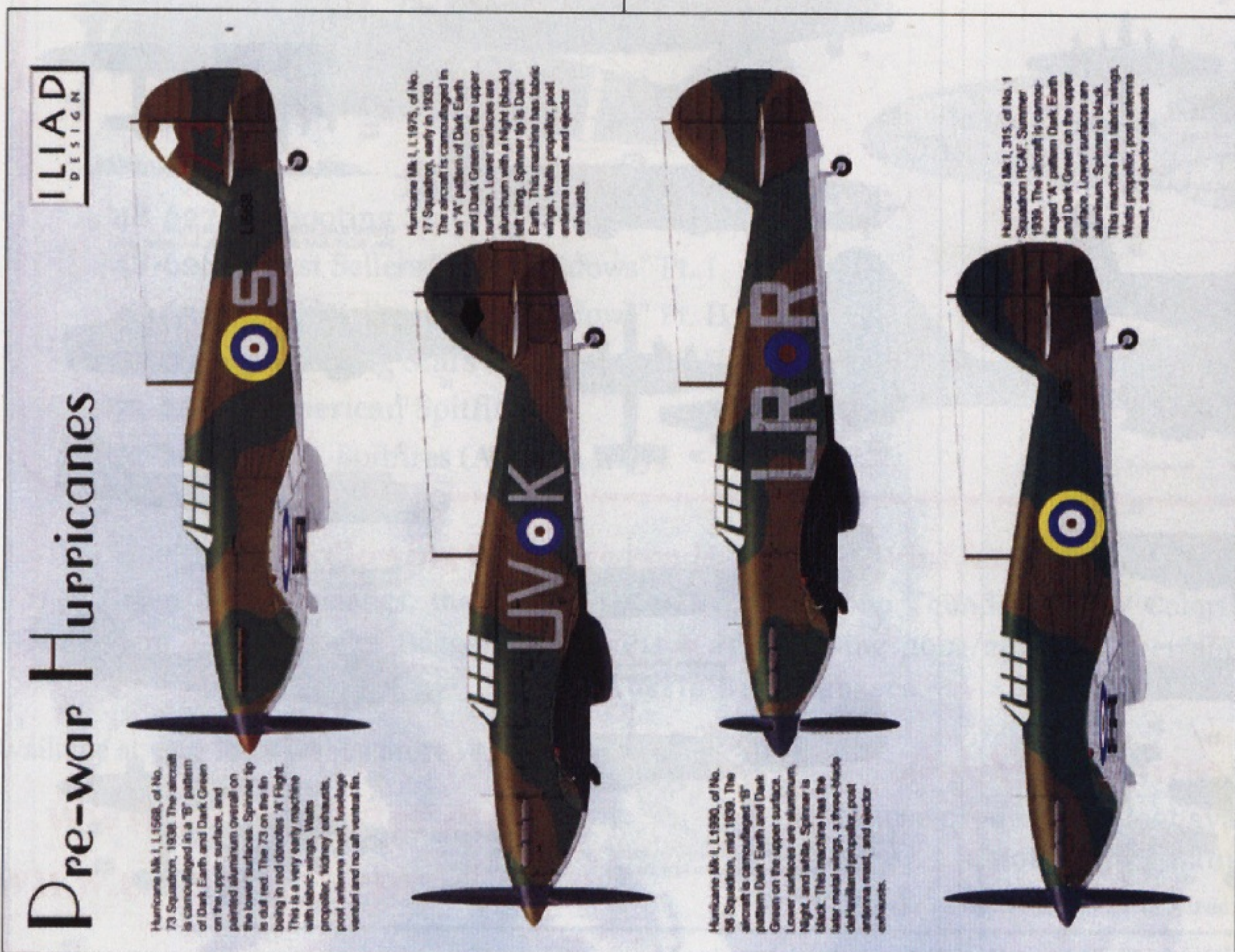
*6. Bf 109G-6/R6, 'White 9', 7./JG53. Sicily, June 1943.

Price: £8.25

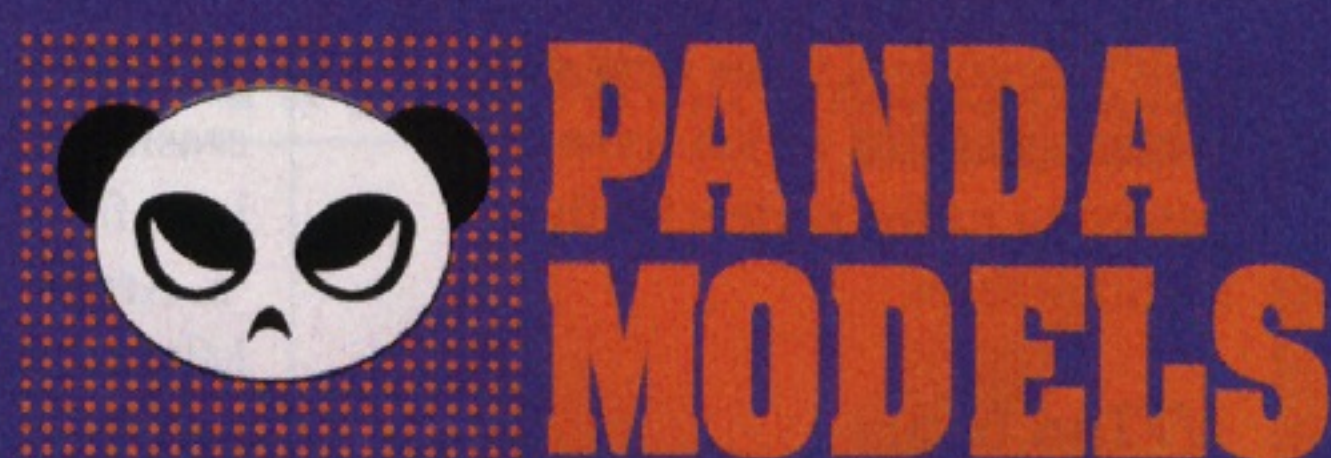
Conclusion

These are both excellent sheets with full colour instructions, detailed bibliography and colour notes. The subject matter is welcome, as early Hurricane schemes are always nice to have and the 'cartoon' Bf 109s have not been available since the old MSAP sheets went out of production. Highly recommended to all.

Our thanks to Iliad Design for the review samples. This range is available in the UK from Hannants and the above quoted prices are from that source.



48001 Pre-War Hurricanes - Iliad Design



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DR40001 B-1B Lancer 'ACC' 1:144



DR40002 B-1B Lancer 'SAC' 1:144



DR48001 F-35B U.S.A.F. 1:48



DR48002 F-35B U.S.M.C. 1:48

Panda Models is distributed in the UK by:

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Xtradecals

This month sees three new sheets in this range, all of which have been passed to us for review by their manufacturer.

1/72nd Scale

X054-72 - RAF Bomber Command Pt.1

- 1. Avro Lancaster B Mk III, RE118, HW•N2, No 100 Squadron, RAF Elsham Wolds, March 1945.
- 2. Avro Lancaster B Mk III, PA177, HW•J, No.100 Squadron, RAF Grimsby, February 1945.
- 3. Vickers Wellington Mk Ic, T2508, LF•O, No.37 Squadron, RAF Shallufa, Egypt, January 1941.
- 4. Vickers Wellington, Mk Ic, X3662, KD•P, No.115 Squadron, RAF East Wretham, late 1942.
- 5. Bristol Blenheim Mk I, L8612, OB•W, No.45 Squadron, Helwan, Egypt, July 1940.

X055-72 - RAF Bomber Command Pt.2

- 1. Avro Lancaster B Mk III, EE139, HW•R, No 100 Squadron, RAF Grimsby, November 1943.
- 2. Avro Lancaster B Mk III, ND458, HW•A, No.100 Squadron, RAF Grimsby, April 1944.
- 3. Short Stirling B Mk I, R9358, BU•A, No.214 Squadron, RAF Chedburgh, 1943.
- 4. Short Stirling B Mk I, N3705, MG•F, No.7 Squadron, RAF

Oakington, mid-1942. This machine crash landed in Holland and was later flown in Luftwaffe markings

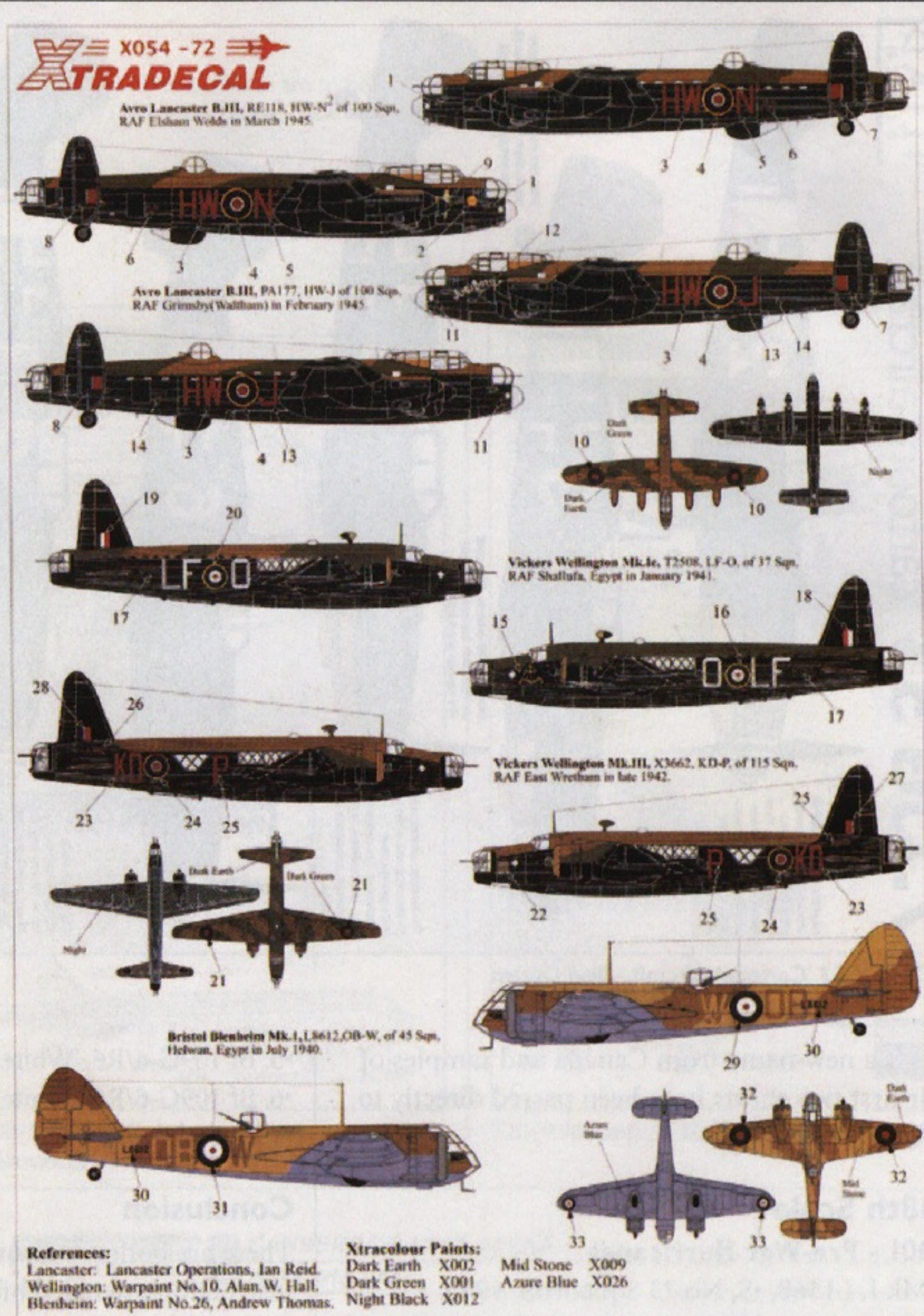
X056-72 - RAF Bomber Command Pt.3

- 1. Avro Lancaster B Mk III, PB518, HW•P, No 100 Squadron, RAF Grimsby, November 1944.
- 2. Avro Lancaster B Mk III, LM723, HW•H, No.100 Squadron, RAF Grimsby, January 1945.
- 3. H.P. Halifax B Mk III, MZ802, QB•G, No.424 (Tiger) Squadron RCAF, RAF Skipton-on-Swale, October 1944.
- 4. Bristol Blenheim Mk IV, N6155, FD•F, No.114 Squadron, RAF Wyton, 1939.
- 5. Bristol Blenheim Mk IV, L8800, RT•C, No.114 Squadron, RAF West Raynham, late 1941.

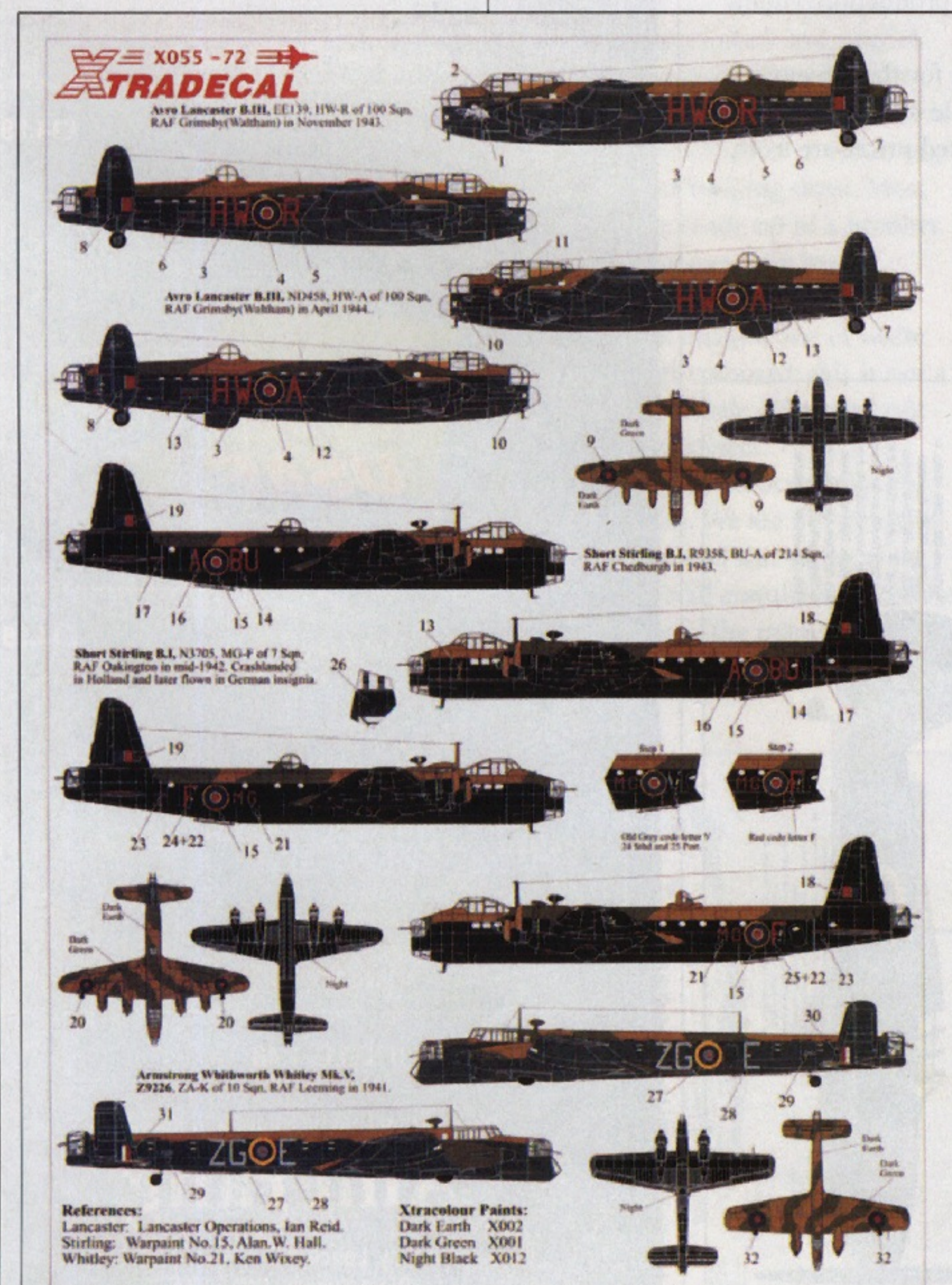
Conclusion

Each of the above sheets features all the unique markings for each option plus one set of national insignia for each aircraft type. Note that when similar codes have been used (e.g. the HW codes of No.100 squadron) only one set is included. Each sheet retails for £6.50. Highly recommended to all.

Our thanks to Hannants for the review sample.



X054-72 RAF Bomber Command Pt.1 - Xtradecal



X055-72 RAF Bomber Command Pt.2 - Xtradecal



X056-72 RAF Bomber Command Pt.3 - Xtradecal



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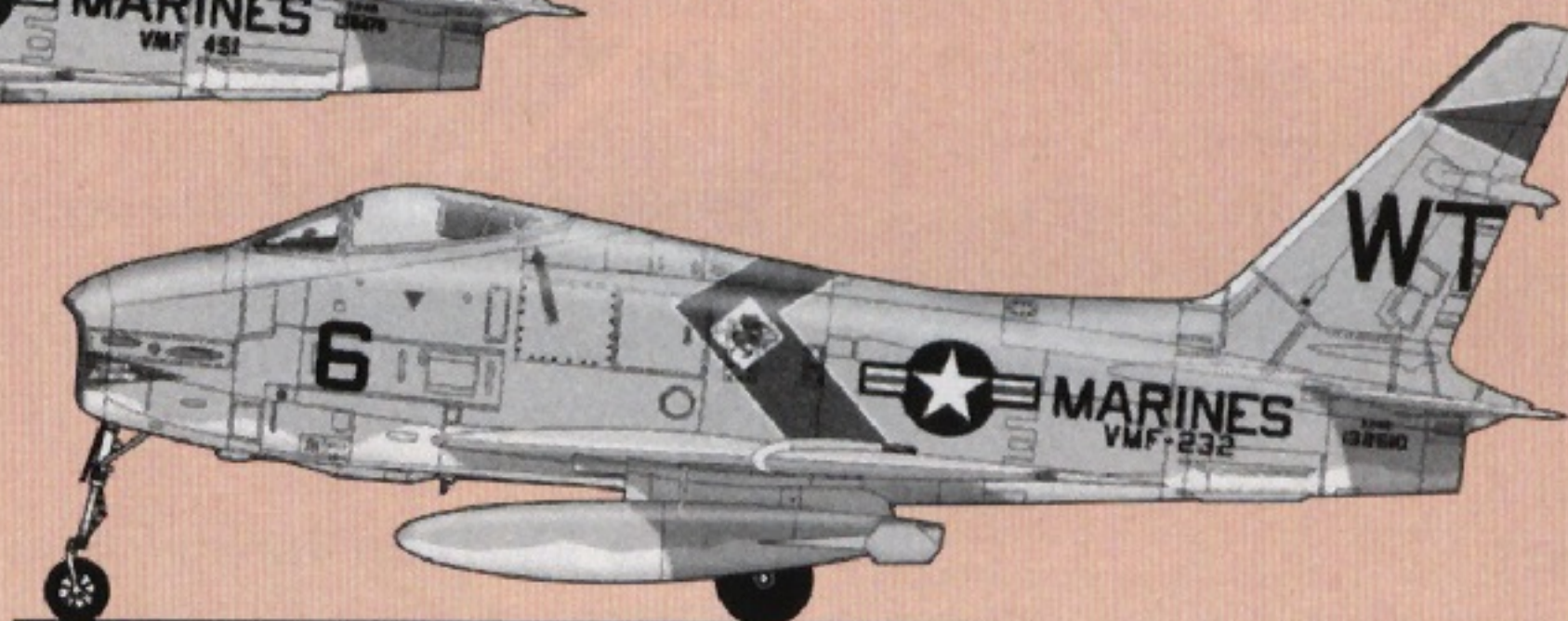


FJ-4B Fury

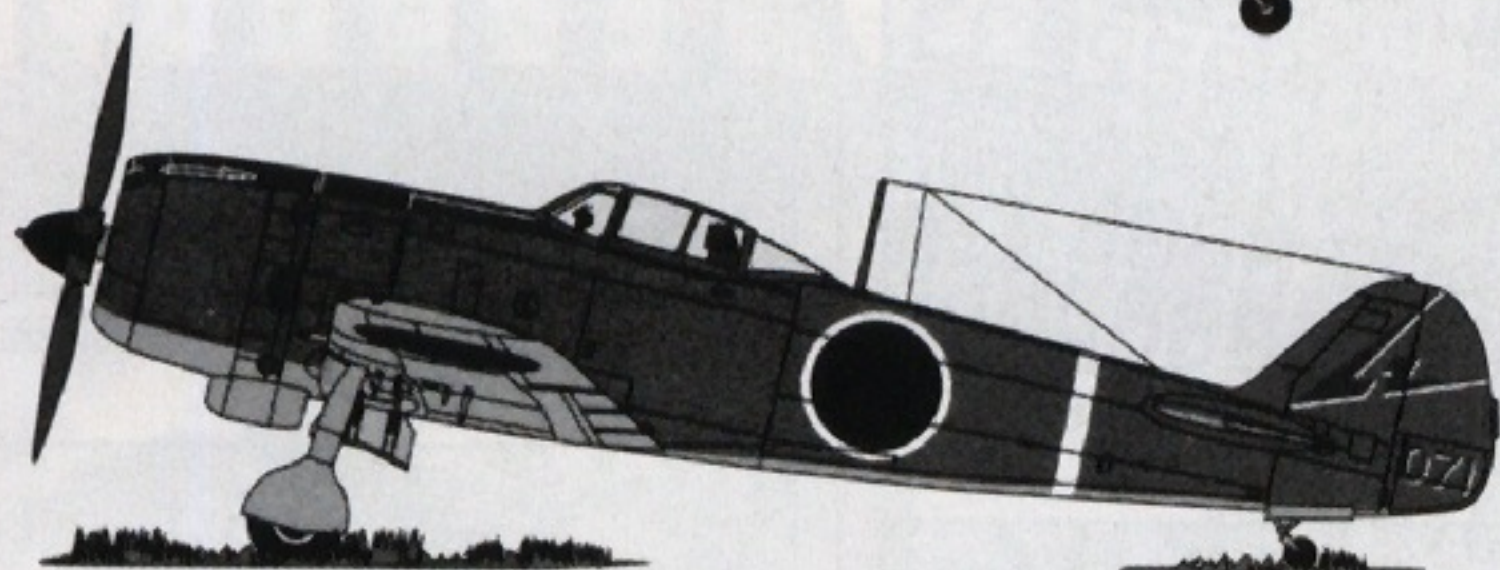
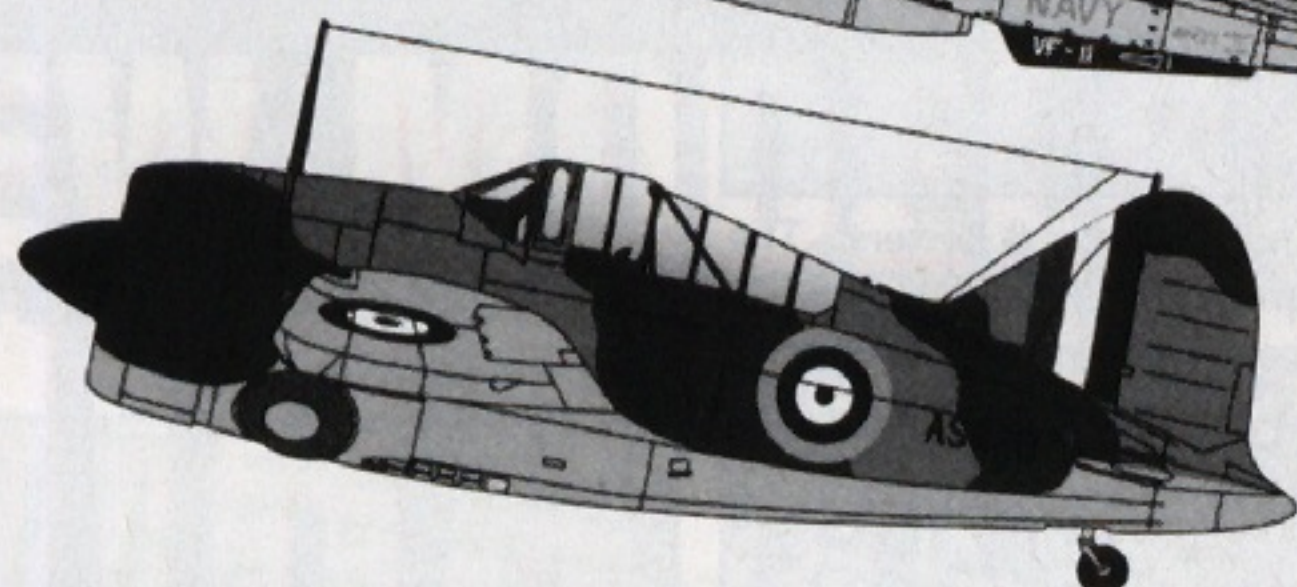
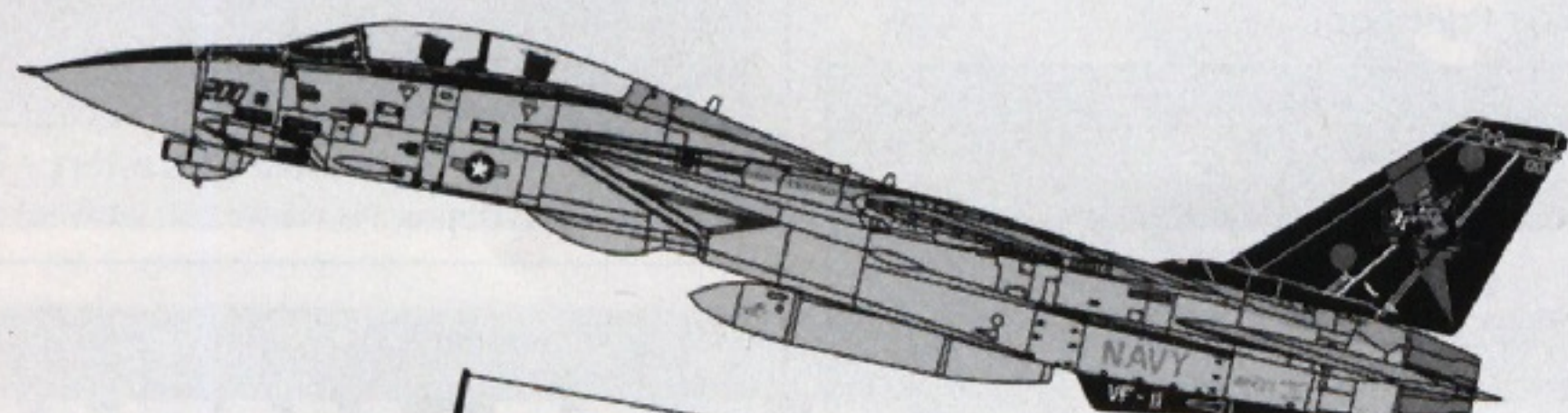
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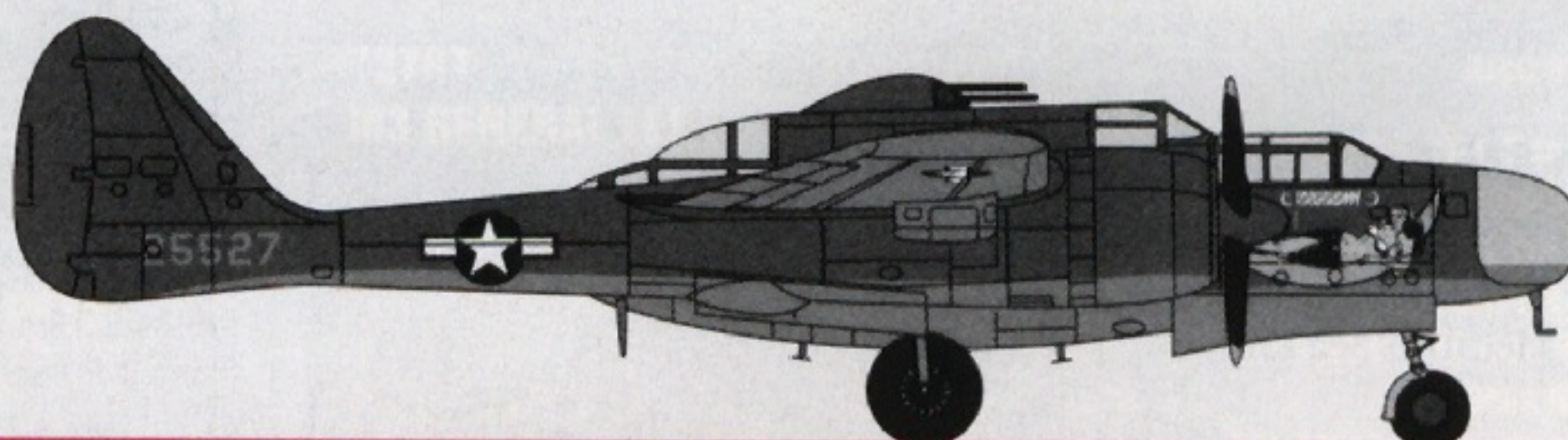
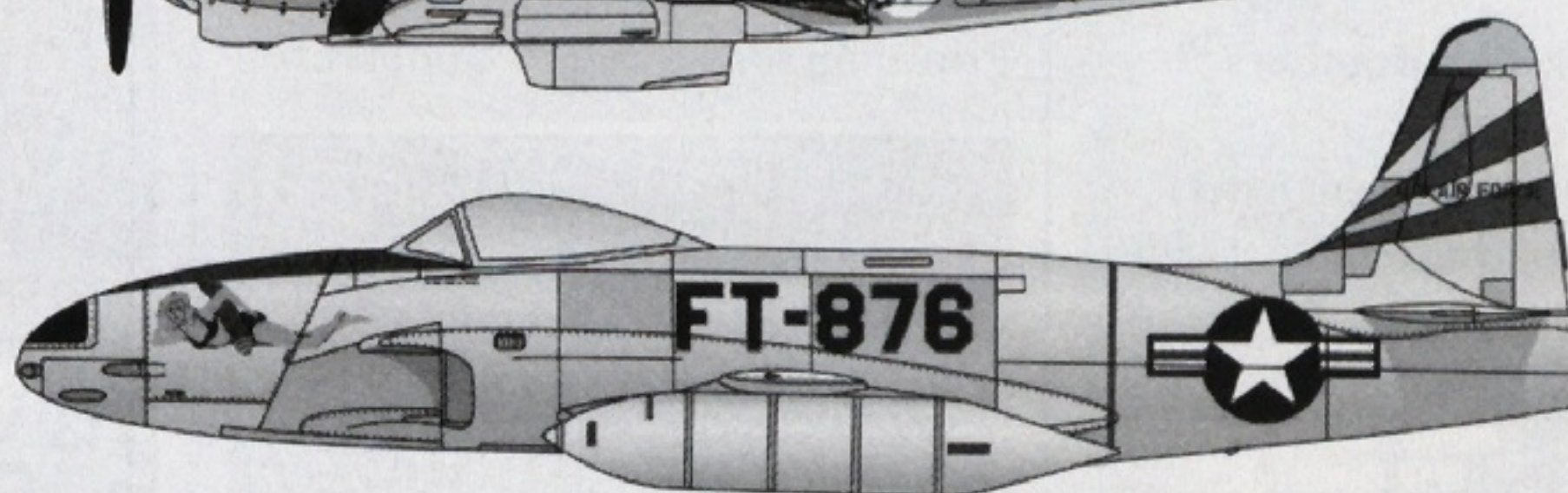
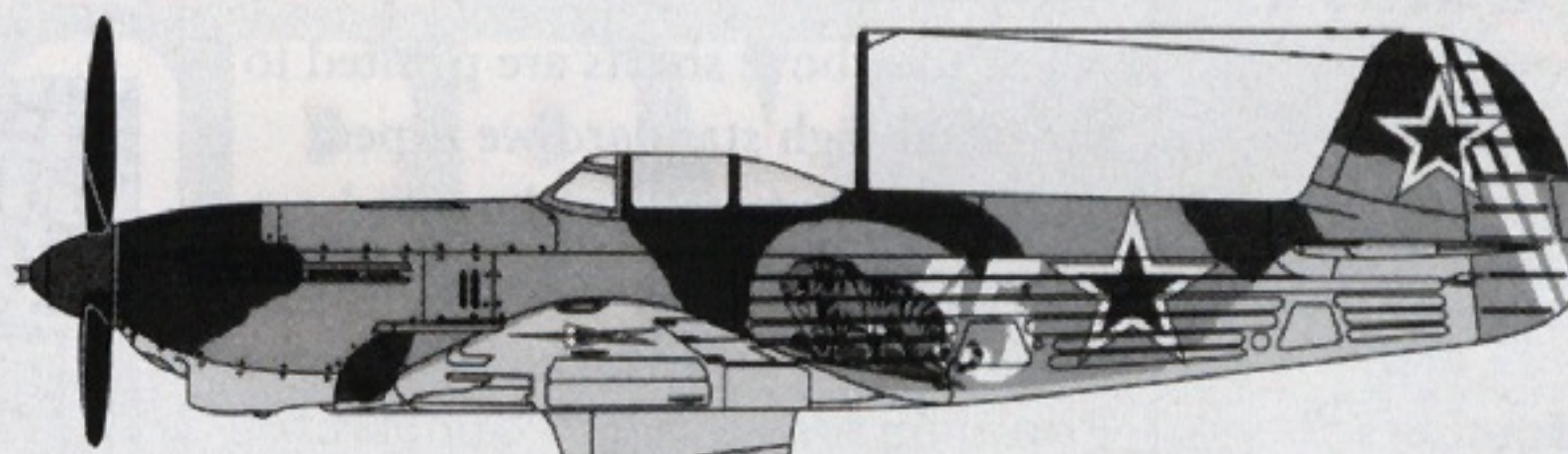
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Fantasy Printshop

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Conclusion

All of the above sheets are printed to the usual high standard we expect from The Fantasy Printshop and can therefore be recommended to all.

Our thanks to The Fantasy Printshop for the review samples.



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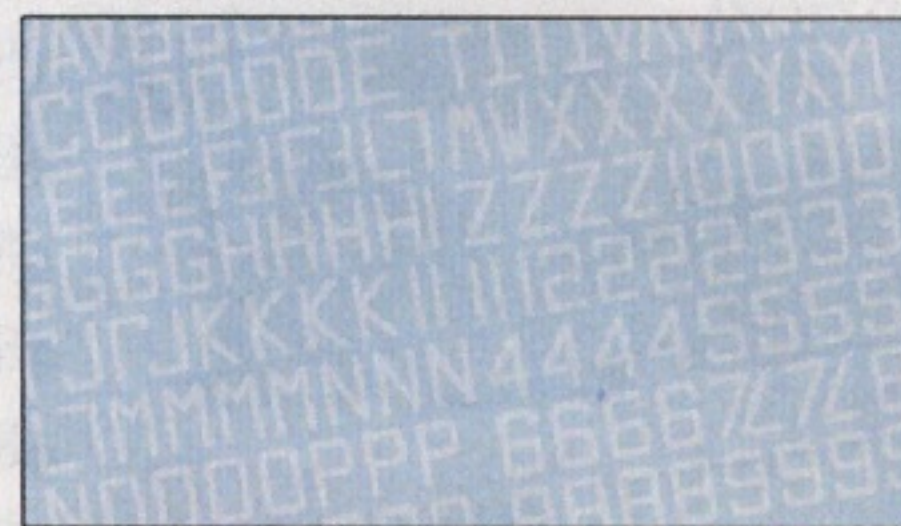
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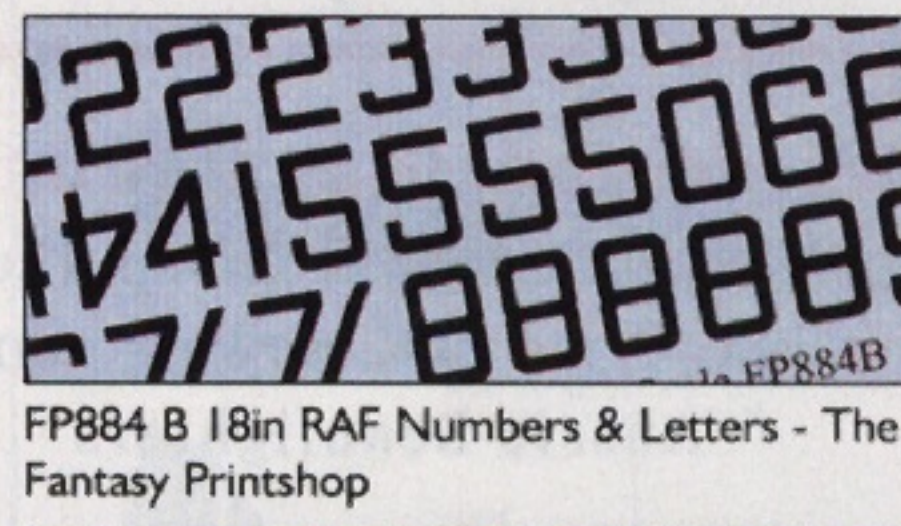
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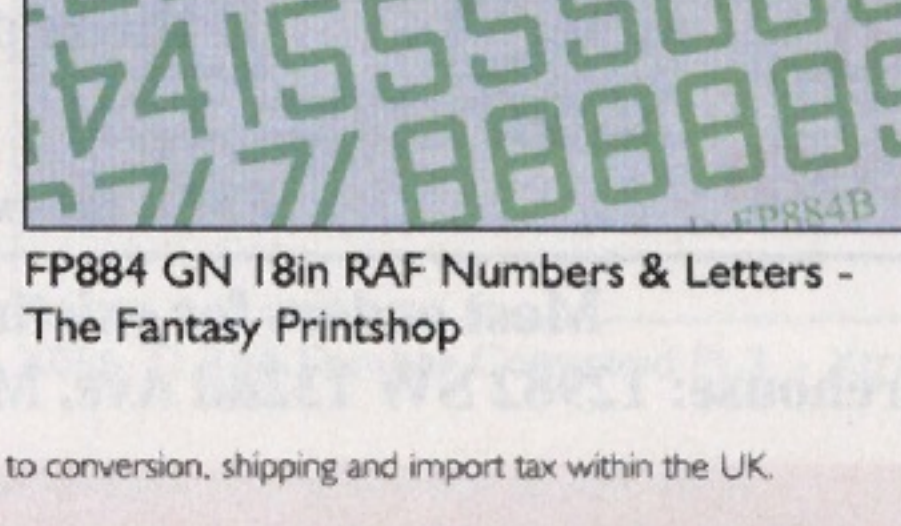
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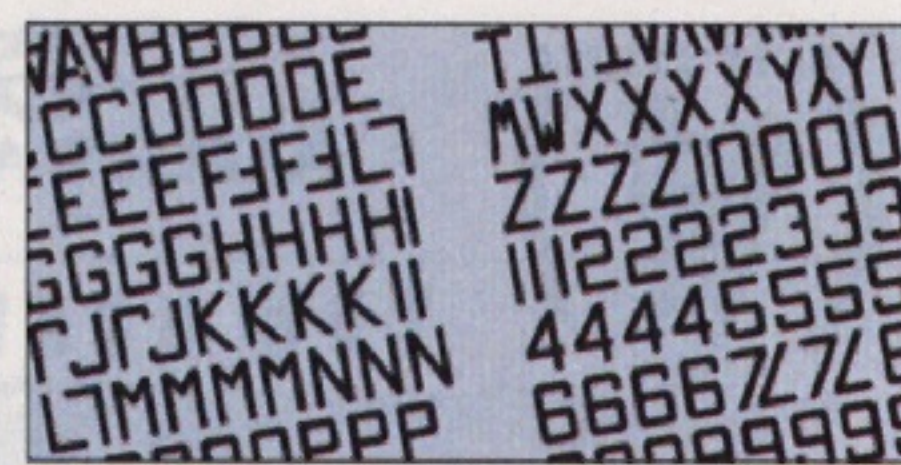
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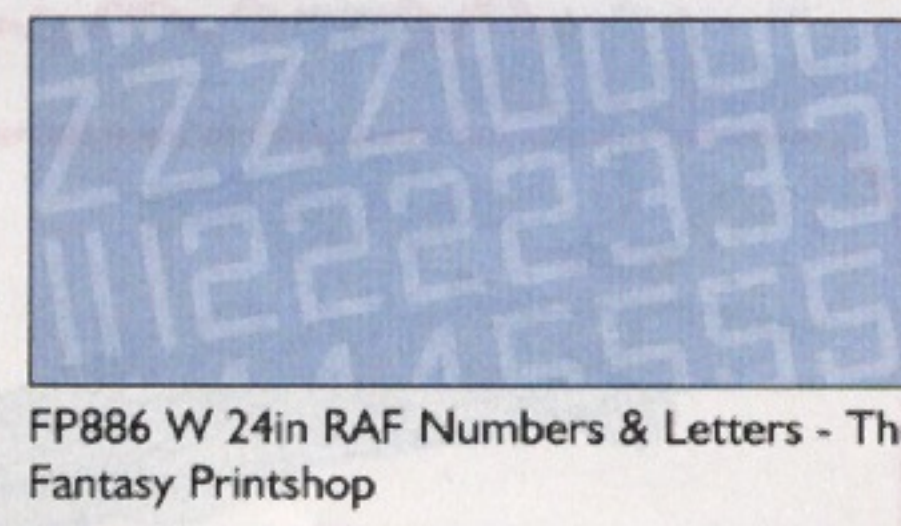
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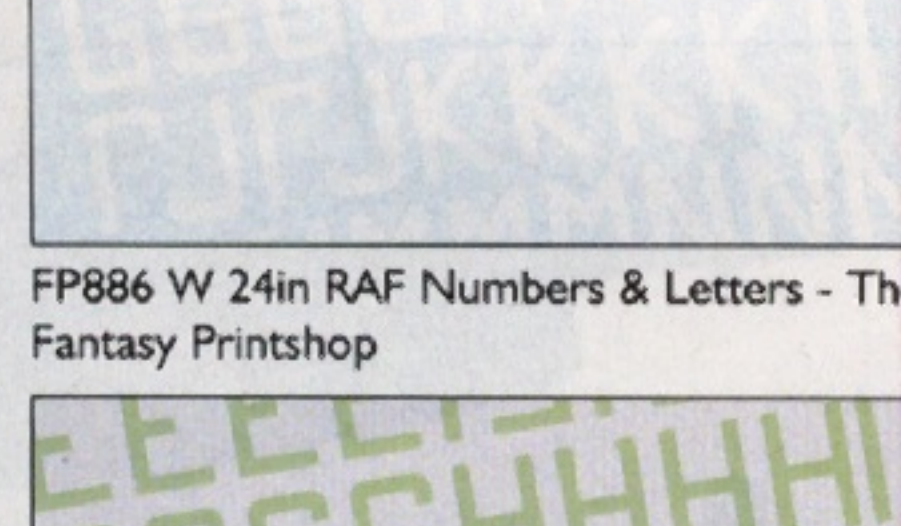
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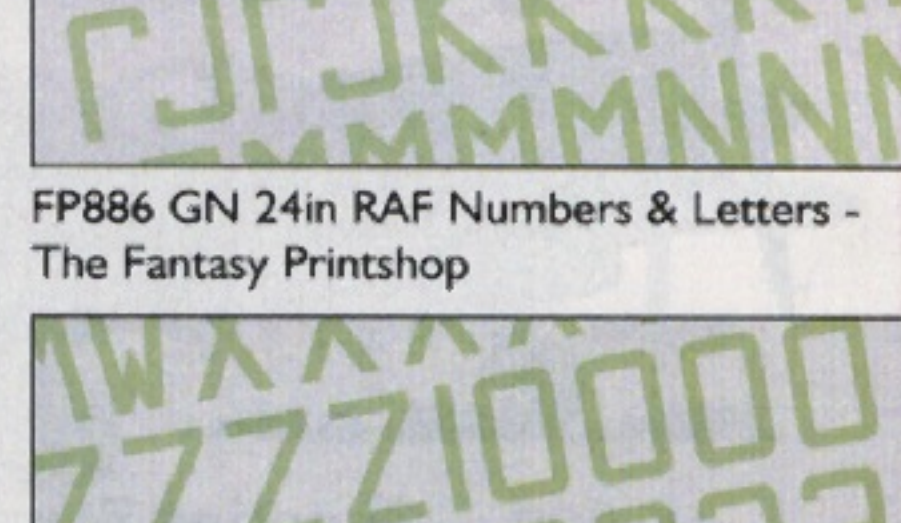
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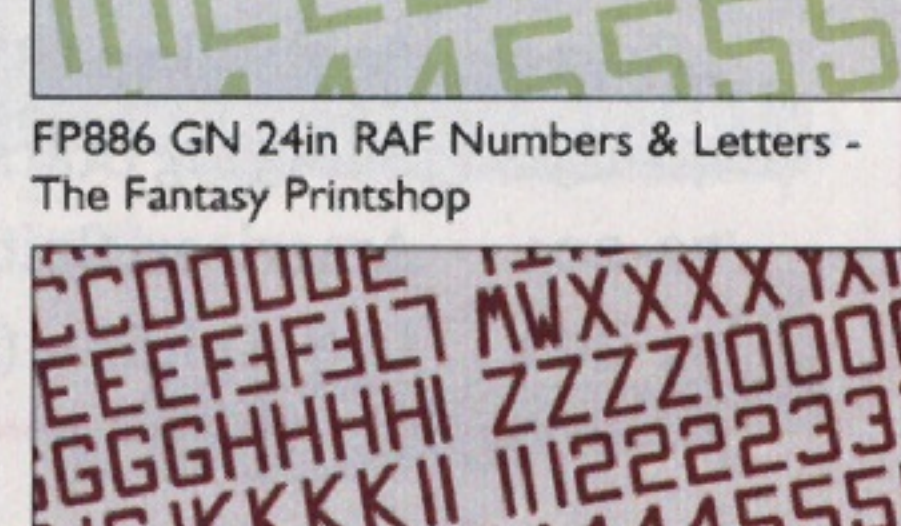
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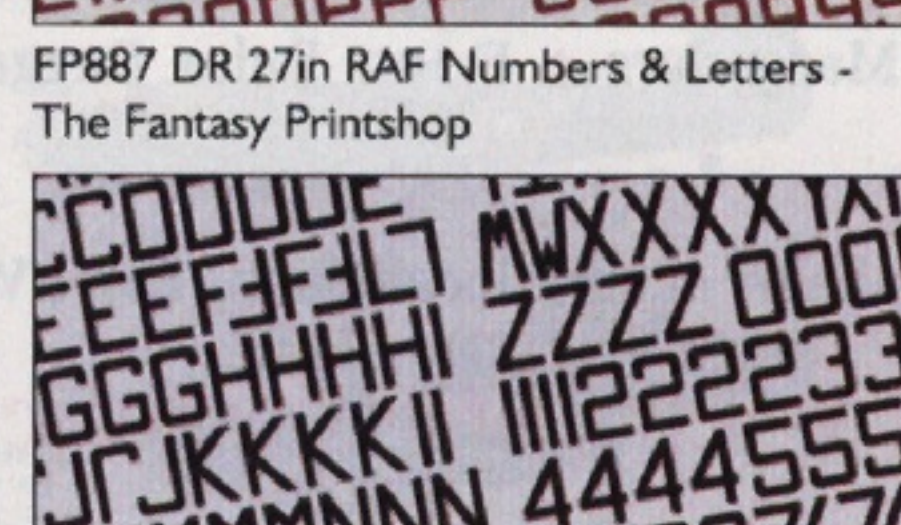
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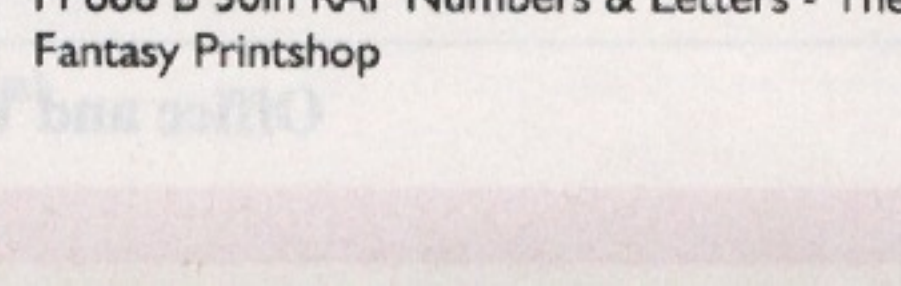
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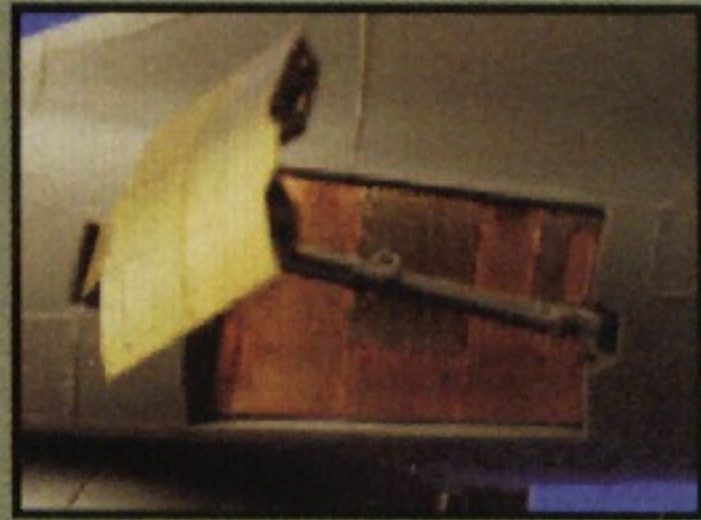
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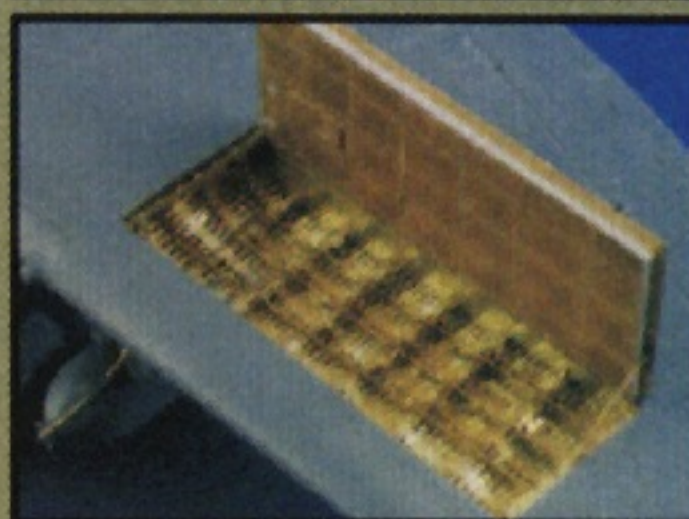
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FJ-1 Fury, 120350/101/S, VF-5A (later VF-51) 'Screaming Eagles', USS Boxer (CV-21), 1948. Glossy Sea Blue overall with black anti-dazzle panel and windscreen framing. All lettering and codes in white. Note pilot's name (Cdr E.P. Aurand) in yellow under windscreen aft of unit badge. Standard Navy markings of the period included star insignia above port wing; '101S' in white above outer starboard wing section as shown in scrap view at far right; star marking under starboard wing, with white codes under port



Above: FJ-1 Fury, 120352/103/F, Naval Air Station Oakland, California, Naval Air Reserve. Glossy Sea Blue overall with an orange band around the rear fuselage and nose. All numbers, lettering and codes in white, with '103F' repeated above starboard wingtip

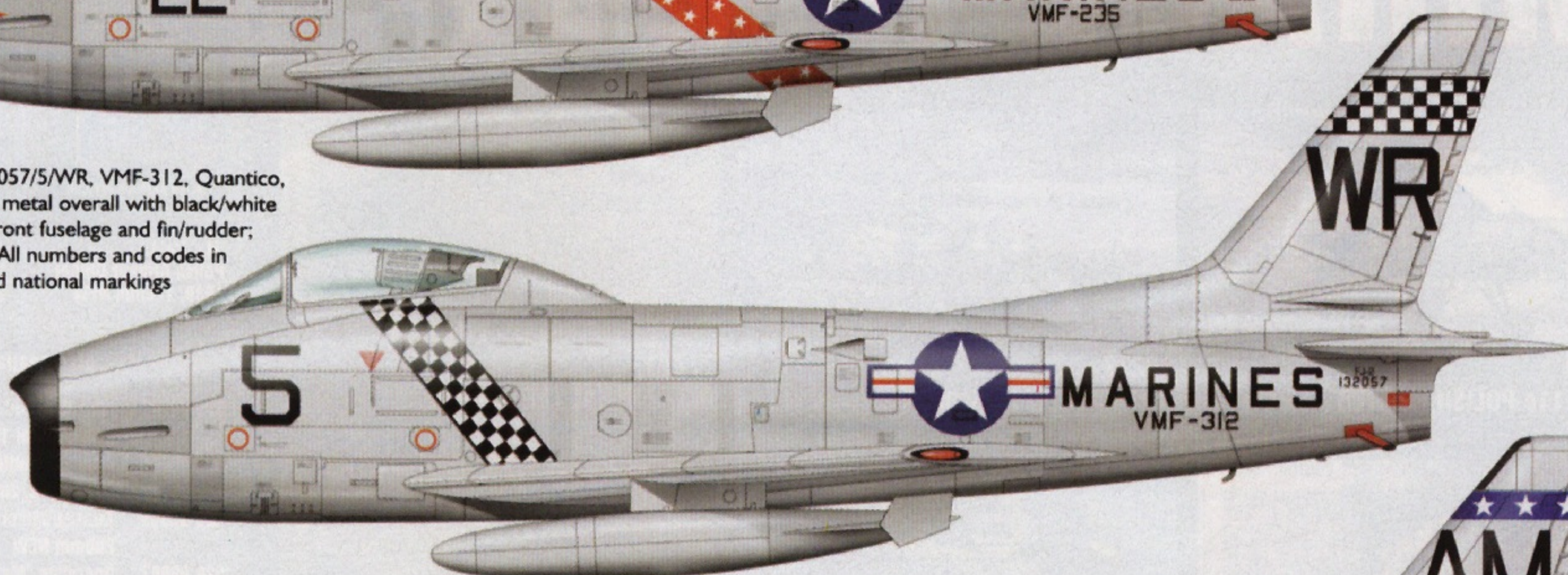
FJ-1 Fury, 120356/107/K, Naval Air Reserve Station Olathe, Kansas, 1953. Gloss Sea Blue overall with orange band around rear fuselage. All lettering and codes in white. '107 OLATHE' is carried in white above starboard wing, while '107 NAVY' is carried under port wing



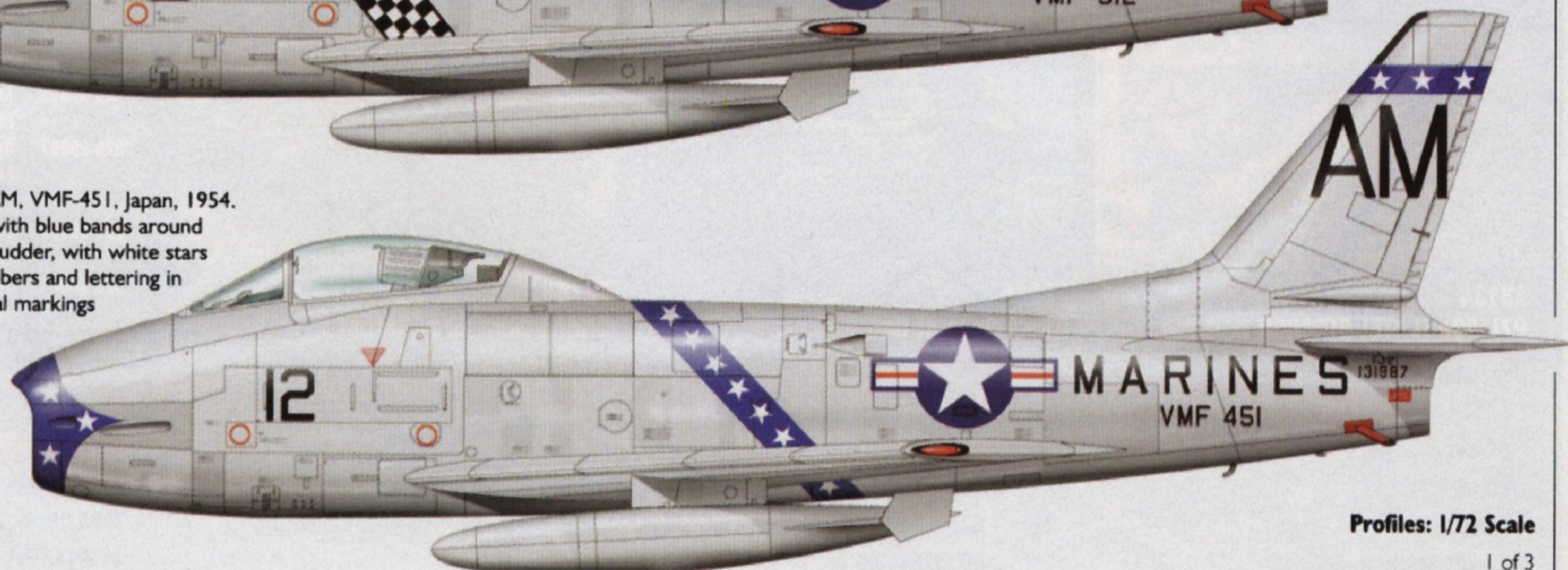
Left: FJ-2 Fury, 131979/22/WU, VMF-235, USS Hancock, June 1954. Natural metal overall with red bands around nose, fuselage and fin/rudder with white stars superimposed. Standard markings for Marines Furies included star insignia above port wing and codes in black above starboard; star insignia under starboard and 'MARINES' in black under port



FJ-2 Fury, 132057/5/WR, VMF-312, Quantico, 1954. Natural metal overall with black/white chequers on front fuselage and fin/rudder; nose is black. All numbers and codes in black; standard national markings



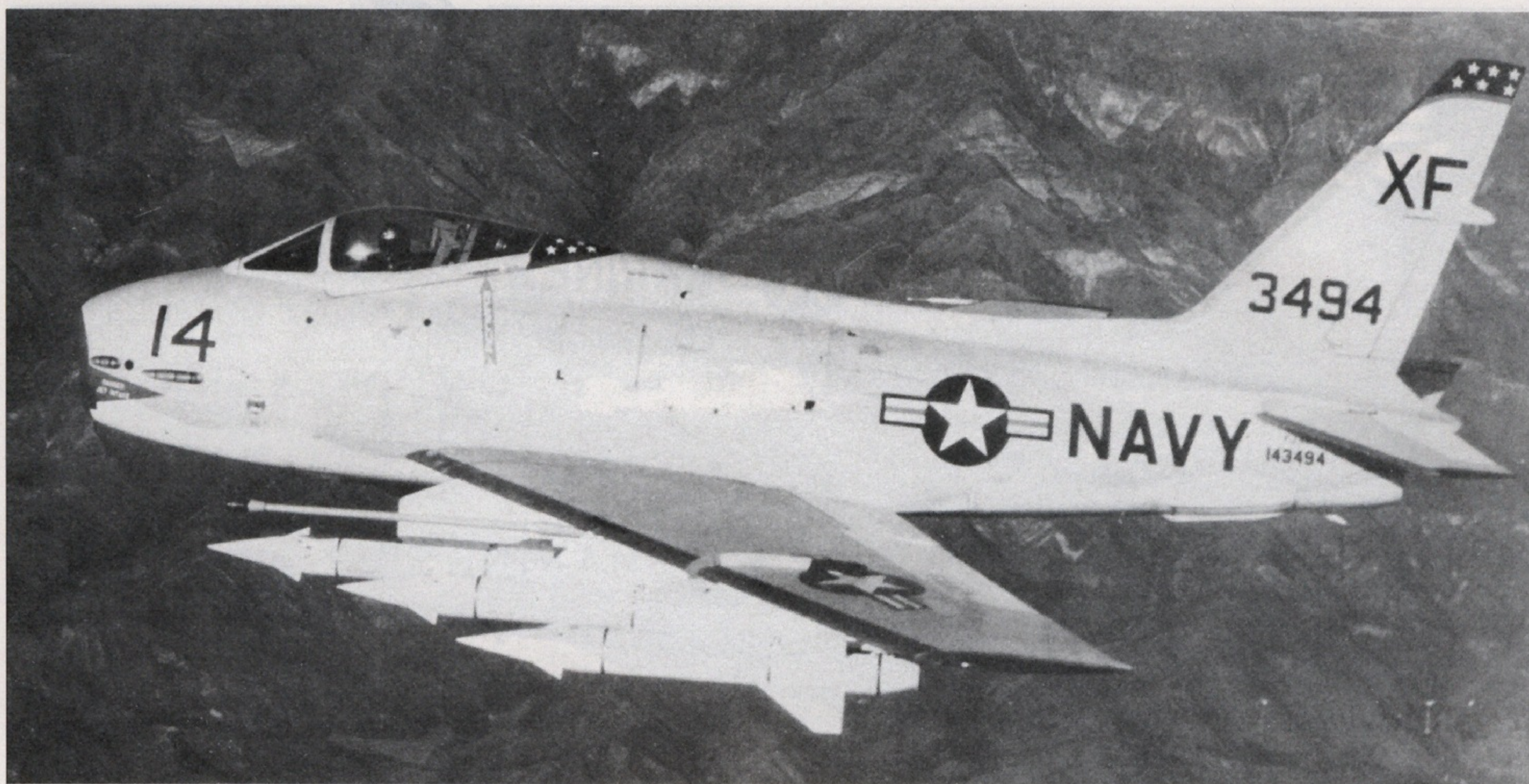
FJ-2 Fury, 131987/12/AM, VMF-451, Japan, 1954. Natural metal overall with blue bands around nose, fuselage and fin/rudder, with white stars superimposed. All numbers and lettering in white; standard national markings



Profiles: 1/72 Scale

1 of 3

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Fine shot of an FJ-4B (143494) with a full undewing armament of six Bullpup missiles. The trim of white stars on a blue field denotes an aircraft from VX-4 (North American Aircraft)

THE North American Fury

by Richard J. Caruana

Although bearing the name of 'Fury', North American's series of shipboard fighters bore little family resemblance. From the tubby-shaped FJ-1 to the aesthetically pleasing FJ-4, the Fury lived through a singular metamorphosis in aviation history of the immediate post Second World War era. In one aspect they did find commonality: spectacular colour schemes in the best contemporary tradition of the United States Navy. Richard J. Caruana examines all versions of the ship-board fighters of the North American 'Fury' family, with a new set of scale drawings and three pages of colour profiles.

As early as 1943, North American had been considering a jet-powered version of their famous thoroughbred – the P-51 Mustang. The most favourable solution appeared to be the marrying of the Mustang's wings to a completely new fuselage with the turbojet positioned in its centre fed by a frontal air duct.

The United States Air Force (USAAF) placed an initial order for North American's fighter, designated XP-86 (NA-134), on 30 August 1944. However this order was put on hold as German swept-wing research started falling into Allied hands. While the USAAF's determination to capitalise on this research eventually materialised in the superb F-86 Sabre, the United States Navy (USN) decided to be more cautious in approving what was then considered to be a highly advanced concept.

By 1944, the USN had already started to study four naval fighter proposals: the XF6U-1 (Pirate) from Vought, XFD-1 (Phantom) and XF2D-1 (Banshee) from McDonnell, and North American's XFJ-1, later to be known as the 'Fury'. Three

prototypes (Bu N° 39053/4/5), known to North American as NA-135s, were ordered in 1 January 1945, with a mock up being ready for inspection in March. By this time, the straight-winged NA-135 began to display a marked difference from the swept-wing NA-134 being developed for the USAAF. Among these was the tubby fuselage featuring detachable panels on its top decking behind the cockpit to aid the removal of the General Electric TG-180 (J35) engine, whereas the whole rear fuselage was designed to be removable on the NA-134. No provision was made for wing folding due to the complex wing-mounted dive-brake panels.

In May 1945, the USN ordered 100 FJ-1s under Contract N° 6911, to be powered by the 4,000lb.s.t. Allison J35-A-2. However, the first prototype performed its maiden flight at the hands of Wallace Lien, on 11 September of the following year powered by February 1947. Development of the swept-wing version, however, showed such promise that FJ-1 orders were cut back to 30

examples, with the first being delivered straight to the Naval Test Centre at Patuxent River on 5 October 1947; all had been delivered by 30 April of the following year.

Among the significant changes was the removal of the complex wing-mounted dive brakes that were replaced by conventional fuselage side-mounted 'barn doors'. Only one squadron could possibly be formed on the 30 FJ-1s available, this being VF-5A at Naval Air Station (NAS) North Island near San Diego, California. Together with VF-17 flying the FH-1 Phantom, VF-5A was assigned the task of proving the suitability of jet-aircraft operations from aircraft carriers, trials being performed on a 'carrier deck' painted on the runway at North Island.

The first live landing of jet-powered aircraft on a USN carrier was performed by VF-5A Commanding Officer, Cdr Pete Aurand, on 16 March 1948 when he landed his FJ-1 aboard USS Boxer, followed by Lt Cdr Robert Elder. Aurand just managed to take off from the carrier on his

FJ-2 Fury, 132055/13/MX, VMF-334, 1955. Natural metal overall with blue speedbird on fuselage sides and fin/rudder; red lightning flash on front fuselage. All lettering and numbers in black; standard national markings

Below Left: FJ-2 Fury, 131951/3/LC, VMF-122, USS Coral Sea, 1955. Natural metal overall with red nose and white/light green bands around fuselage and fin/rudder. All numbers and lettering in black; standard national markings. Note non-standard windscreen wiper

Below Left: FJ-3 Fury 136008/112/S, VF-51, flown by the CO of Air Group 5, 1955. Gloss Sea Blue overall, silver Corogard leading edges to all flying surfaces, air intake and wing/stabiliser tips. Red flash along fuselage side with three white bands superimposed

Below: FJ-3 Fury, 135978/408/H, VF-154, 1955. Standard USN scheme of the period with red/white trim, red wing and stabiliser tips, with all lettering and numbers in white; standard national markings

Below: FJ-3 Fury, 139841/210/C, VF-33 'Argonauts', USS Lake Chapman (CVA-39), September 1955. Standard USN scheme of the period with white trim with dark blue stars on a white rudder (repeated on fins of fuel tank) Note temporary replacement panel around cannon ports in natural metal

Scrap views of markings for Navy Furies of the period, with upper view at far left and underside view at left

FJ-3 Fury, 135856/306/G, VF-214, Air Task Group 4. Standard USN scheme of the period. Medium Blue trim edged in white; all lettering and numbers in white. Standard national markings

FJ-3M Fury, 141435/313/L, VF-73, USS Randolph (CV-15), 1956. This is finished in the scheme introduced in Feb. 1955, of Light Gull Gray uppersurfaces and Insignia White undersides and all moveable control surfaces. Corogard leading edges to all flying surfaces. Blue flash along fuselage edged in black; blue/white checks on fin, with blue tip of underwing fuel tank. See sheet 3 for upper wing style of markings

Profiles: 1/72 Scale

2 of 3

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Typical busy scene during a massed launch from an aircraft carrier. These yellow and black trimmed FJ-3Ms belong to VF-84, and are seen on board USS Forrester (CVA-89) during a Mediterranean cruise late in 1956. The F3H demon in the foreground belongs to VF-14 (R.J. Caruana)

own power, making catapult assistance a must for future operations. By August, VF-5A was renumbered VF-51, when eight of its FJ-1s were deployed on board USS Princeton (CV-37). The 'cruise' only lasted a couple of days, as the Furies were retired due to a series of landing accidents.

In September 1948, seven FJ-1s participated in the Bendix Trophy Race, flying from Long Beach (California) to Cleveland in Ohio in 4 hours and 10 minutes, to take the first four placings ahead of two California Air National Guard F-80s. In February 1949, VF-51s Furies were back at sea, on board USS Boxer for a short spell, until they were phased out with the entry into service of the F9F-3 Panther in May.

Following the overhaul of surviving FJ-1s at Alameda, they were distributed in small numbers to Naval Air Reserve (NAR) units. First to receive the type was NAR Oakland in March 1950; other NAR units to fly the Fury were Los Alamitos, Dallas and Olathe, the latter retiring its last FJ-1s in July 1953.

The Sabre goes to Sea

Both Grumman's F9F Panther and McDonnell's F2H Banshee proved highly superior to the FJ-1 in service; however their straight wings severely penalised their performance, being some 70mph slower than their direct rival, the MiG-15. North American launched the NA-181 project on 30 January 1951, developing a naval version of the swept-wing F-86 Sabre. On 6 February, the USN issued a formal production proposal.

The NA-181 was based on the F-86E Sabre, bearing practically no relation to the earlier FJ-1 except in the name of 'Fury'. So much so, that both the USN and USAF versions were to be built in parallel at North American's newly-opened Columbus facility. It appears that, at first, the designation of F2J-1 and the name of Sea-Sabre had been under consideration. The USN decided otherwise, opting for FJ-2 instead, retaining the

predecessor's name. No doubt, the Navy feared Congress might not look kindly at the procurement of a completely different aircraft!

All three XFJ-2 prototypes ordered on 8 March 1951 (133754/4/6) were built at the Los Angeles Inglewood plant pending the opening of the Columbus plant. Meanwhile, Cdr Pete Aurand was appointed USN project director. The first two prototypes were navalised F-86E-10s, through the addition of a V-frame arrestor hook, catapult points and a lengthened nosewheel leg. The third example appeared with four Colt Mk.12 20mm cannon (150 rounds each) instead of the six 0.50 in guns (favoured by the USAF) but lacked the 'naval' trimmings. The latter was distinguished by the designation XFJ-2B while the others were simply referred to as XFJ-2s. In common they had a J47-GE-13 power plant, and the 'all-flying' tail introduced on the F-86E-10-NA.

First to take to the air was the cannon-armed third prototype, when test pilot Robert Hoover flew it on 27 December 1951. The first XFJ-2 flew on 14 February of the following year. Following acceptance trials, the two XFJ-2s proceeding to carrier trials on board USS Coral Sea in December. Here again, the Fury suffered through heavy landings while handling during carrier approach and at low speeds was considered to be poor. Notwithstanding these shortcomings, an order for 300 FJ-2s was placed on 10 February 1952.

When the production FJ-2 appeared it differed little externally from the prototypes. However a mass rework had taken place internally, including the installation of the General Electric J47-GE-E rated at 6000lb.s.t. The latter was the naval version of the J47-GE-27; this, together with the Sabre's slatted wing, brought the FJ-2 to early F-86F standard. Apart from a strengthened undercarriage, the wheelbase was widened by eight inches. Folding wings were introduced, the dihedral on the prototypes' horizontal tail surfaces was eliminated, and the cockpit canopy was

redesigned. AN/APG-30 ranging radar was fitted.

Production of the FJ-2 suffered a slowdown as priority was given to the F-86F Sabre on the Columbus production line. Deliveries began in November 1952, but only six examples had been taken over by the USN by the time the Korean War ended. This led to the original order of 300 examples to be cut back to 200, the last of which was delivered in September 1954. The bulk of these went to equip land-based Marine Corps (USMC) units, as for a while the USN was satisfied with the slower, but more reliable, F9F-6 Cougar, the swept-wing version of the Panther. The first FJ-2s were taken over by VMF-122 at Cherry Point (North Carolina) in January 1954, taking their Furies to sea on board USS Coral Sea the following year. Other USMC units equipped with the FJ-2 were VMF-232, 312, 235, 334 and 451.

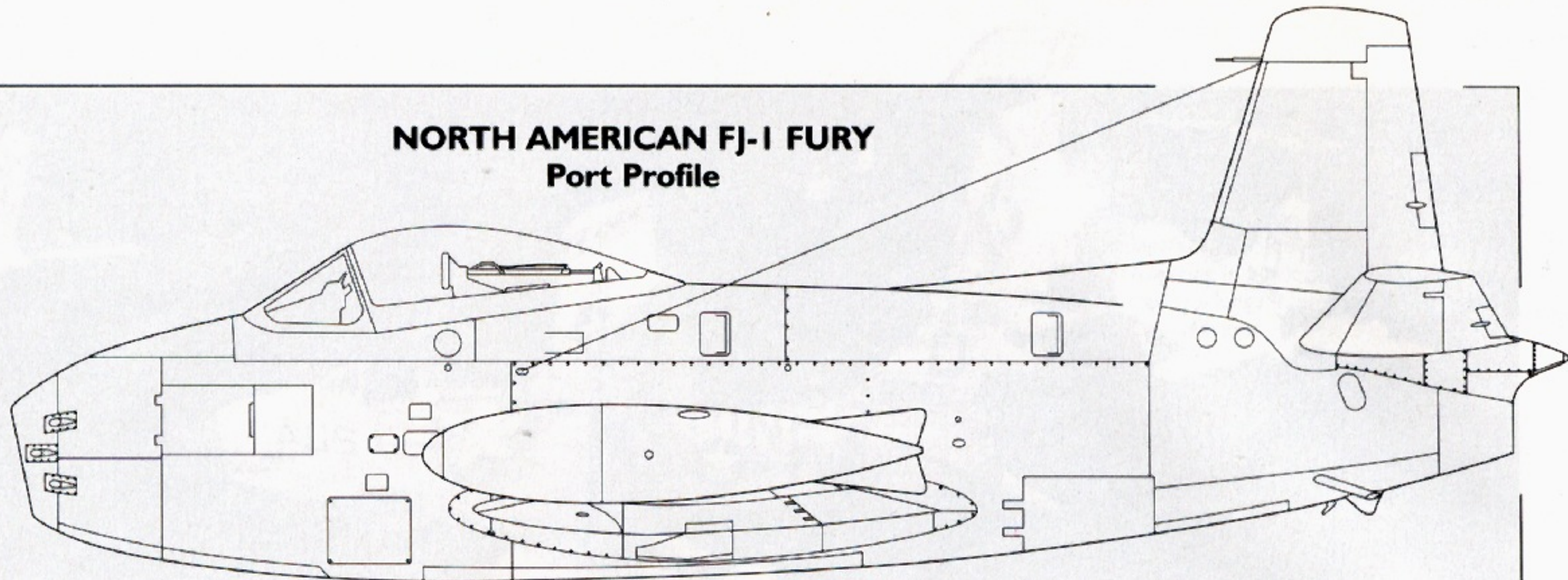
The FJ-3 Fury

Bearing the company name of NA-194, the fifth production FJ-2 (Bu No 131931) was taken off the production line for a significant engine update. The new power plant under consideration was the Wright J65-W-2, the licence-built version of the British Armstrong-Siddeley Sapphire turbojet. This engine offered 1,800lbs of thrust over the 6,000lb.s.t. of the J47-GE-2, a highly significant improvement.

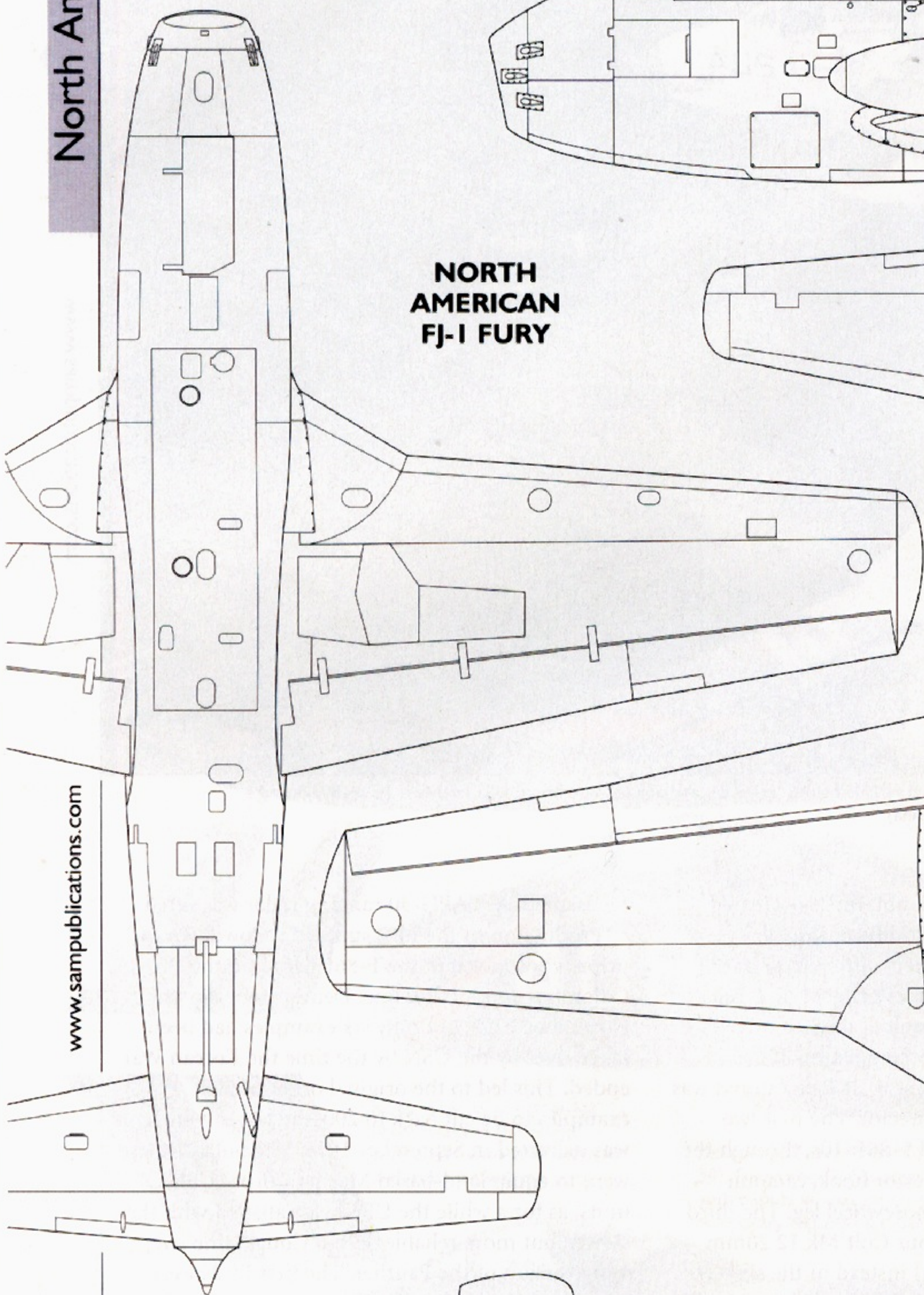
A contract for 289 examples of the NA-194 was signed on 18 April 1952, the aircraft being designated FJ-3 by the USN, with the prototype's maiden flight taking place on 3 July 1953. A deeper air intake was required to feed the more powerful engine, while rounds for each cannon were increased to 162. The first production FJ-3 took to the air for the first time on 11 December 1953 with Bill Ingram at the controls.

The FJ-3 proved to be superior overall to the FJ-2, possessing a great performance. By July 1954, the aircraft had begun its Introduction Program at NATC, Patuxent River. First USN unit to receive

NORTH AMERICAN FJ-1 FURY
Port Profile

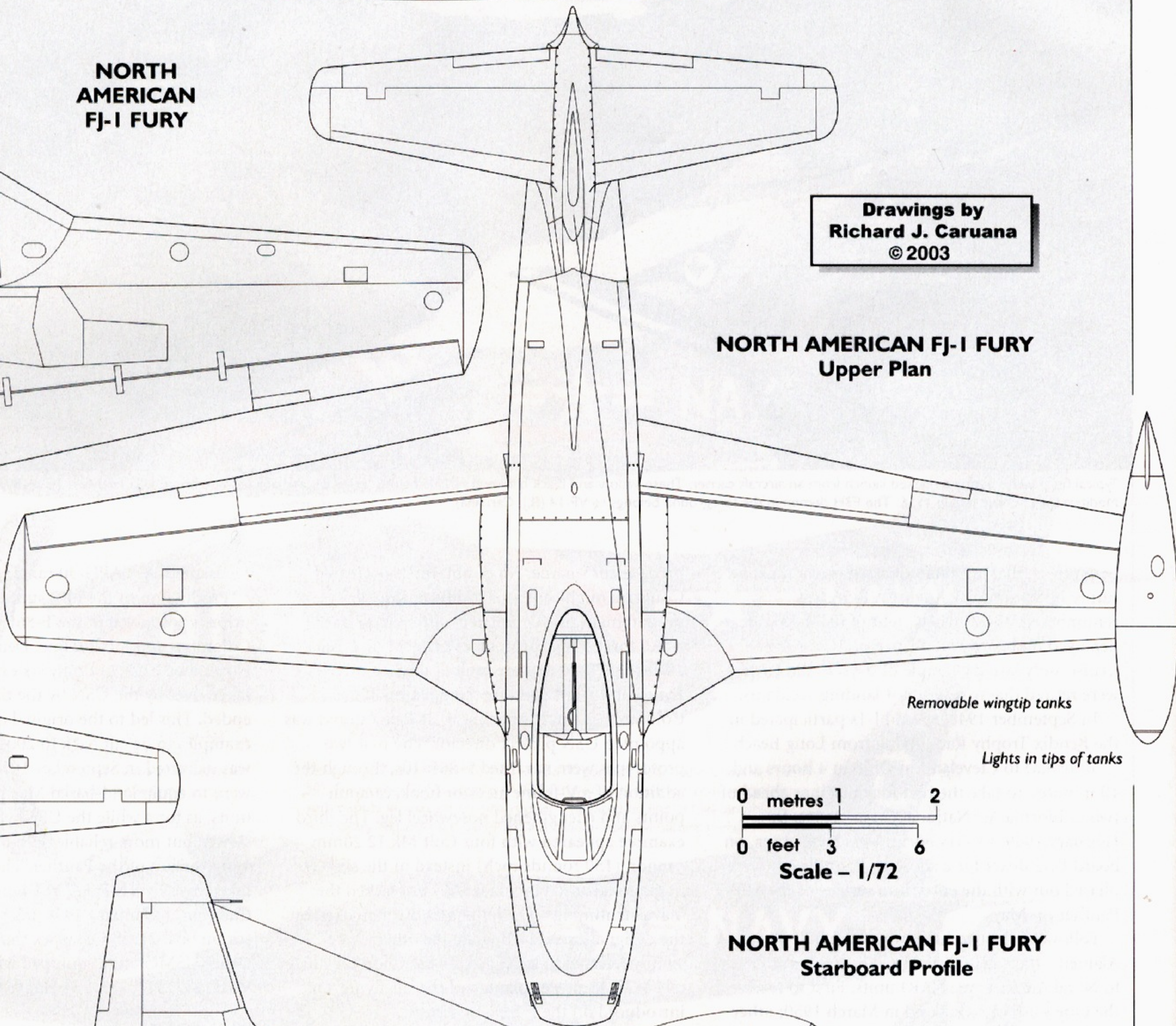


NORTH AMERICAN FJ-1 FURY



Drawings by
Richard J. Caruana
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NORTH AMERICAN FJ-1 FURY
Upper Plan

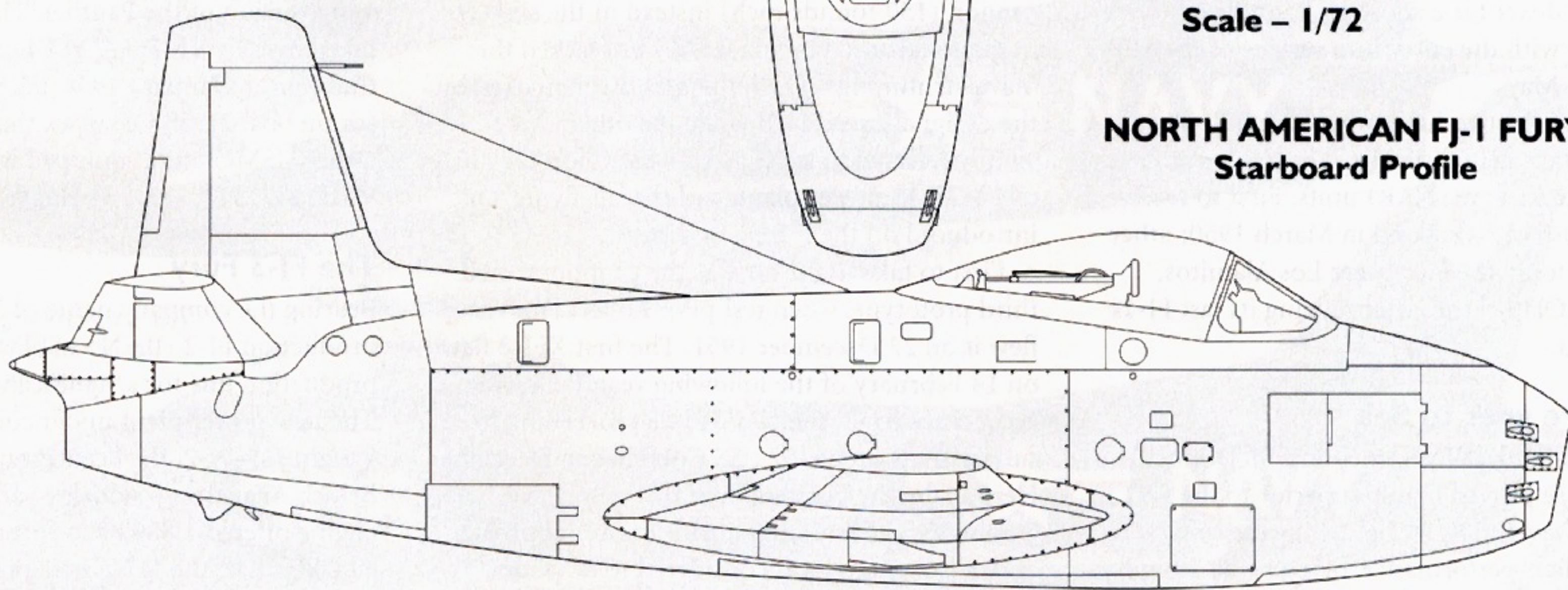


Removable wingtip tanks

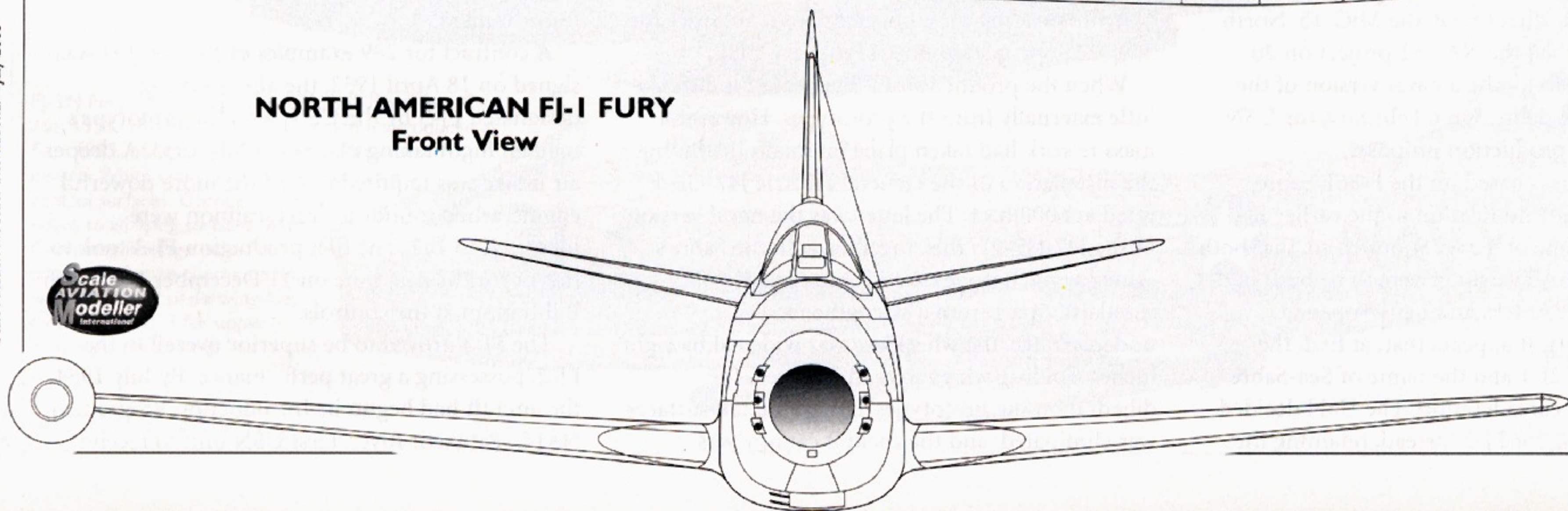
Lights in tips of tanks

0 metres 1 2
0 feet 3 6
Scale - 1/72

NORTH AMERICAN FJ-1 FURY
Starboard Profile



NORTH AMERICAN FJ-1 FURY
Front View

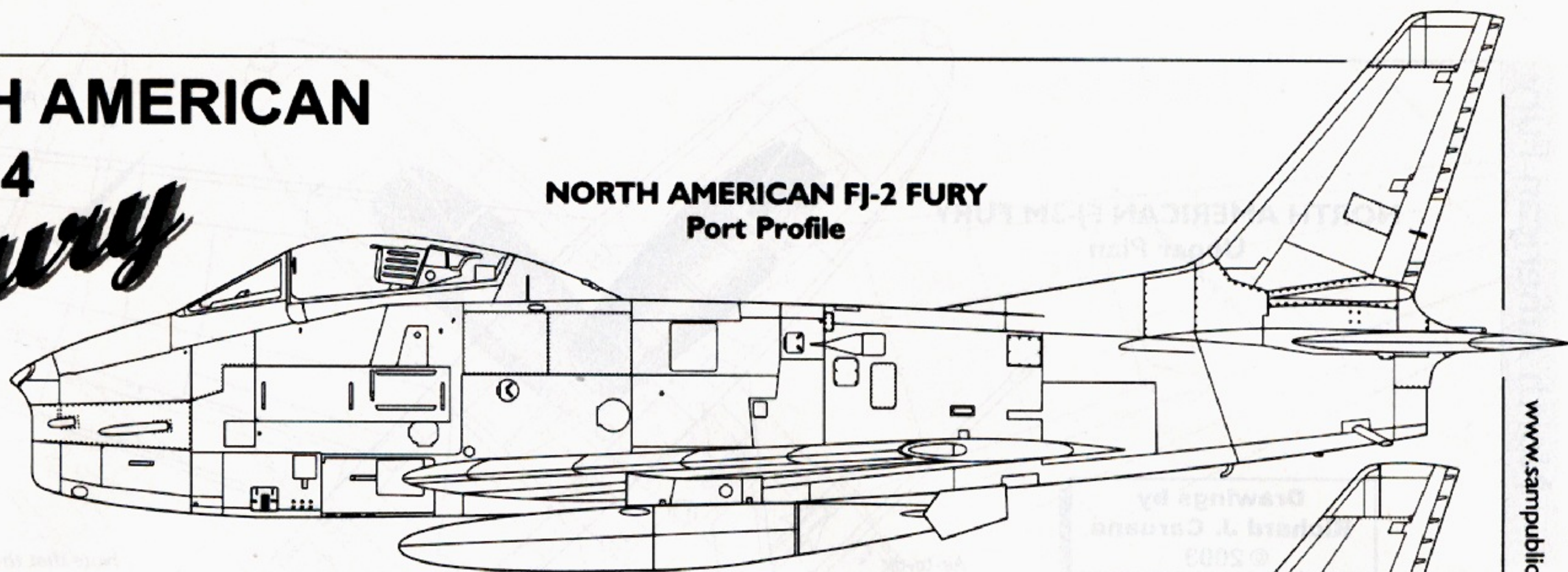


NORTH AMERICAN

FJ-2 - 4

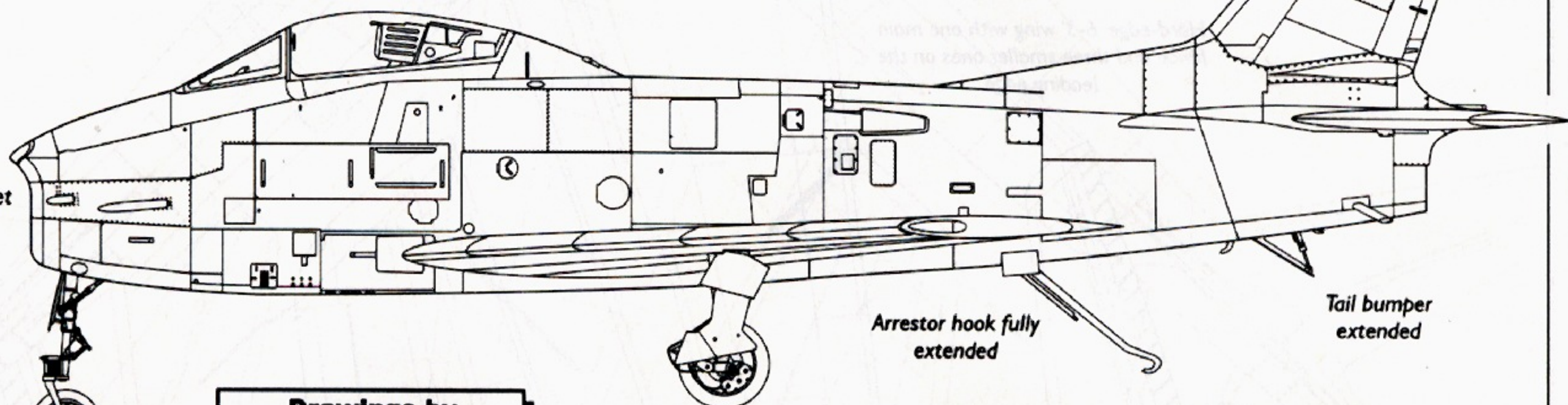
Fury

NORTH AMERICAN FJ-2 FURY
Port Profile



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Larger area jet intake

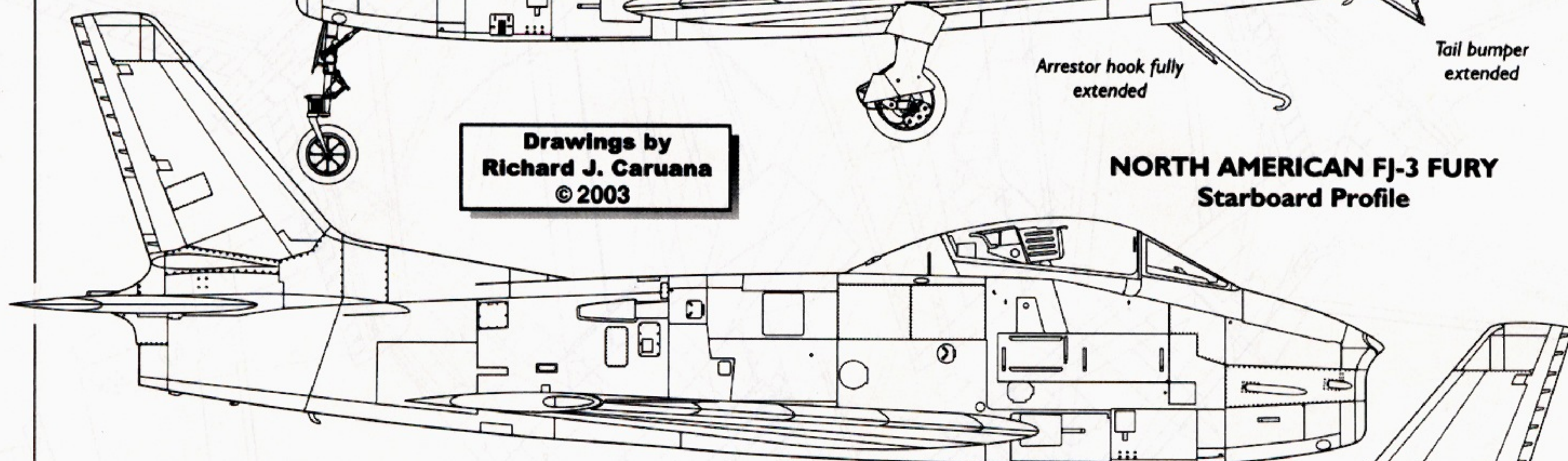


Arrestor hook fully extended

Tail bumper extended

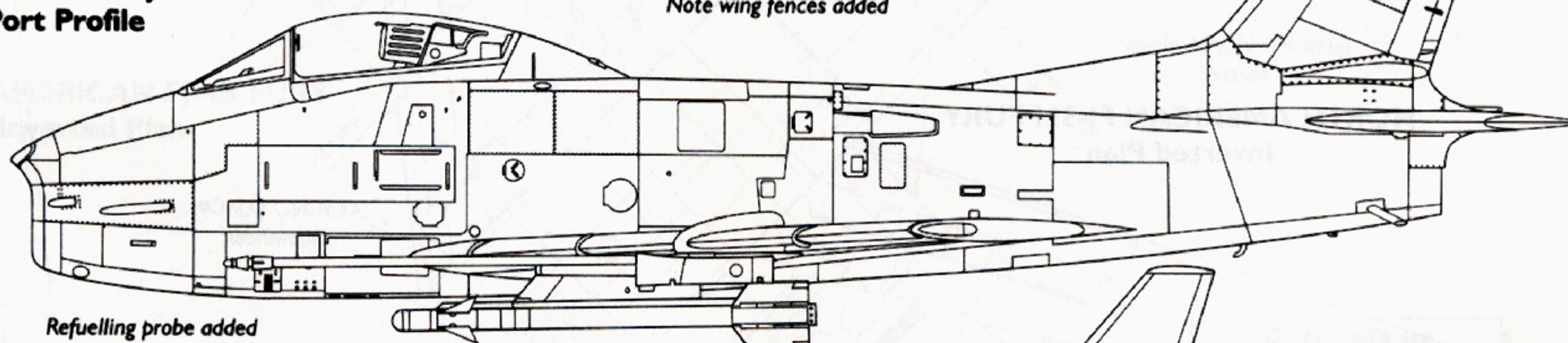
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NORTH AMERICAN FJ-3 FURY
Starboard Profile



NORTH AMERICAN FJ-3M FURY
Port Profile

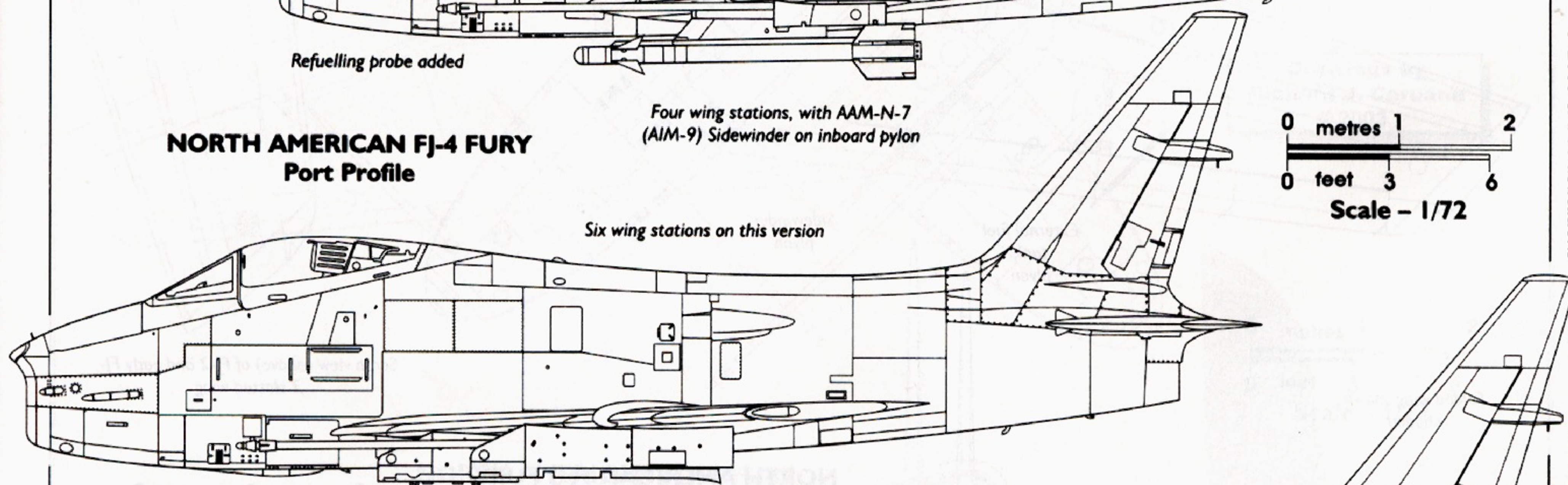
Note wing fences added



Refuelling probe added

NORTH AMERICAN FJ-4 FURY
Port Profile

Four wing stations, with AAM-N-7 (AIM-9) Sidewinder on inboard pylon

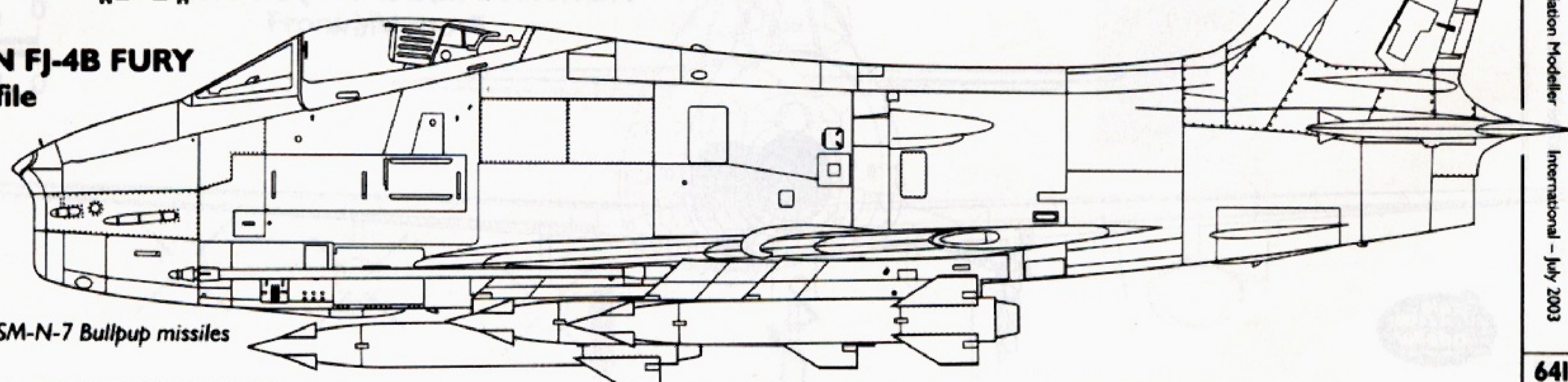


Six wing stations on this version

0 metres 1 2
0 feet 3 6
Scale - 1/72

NORTH AMERICAN FJ-4B FURY
Port Profile

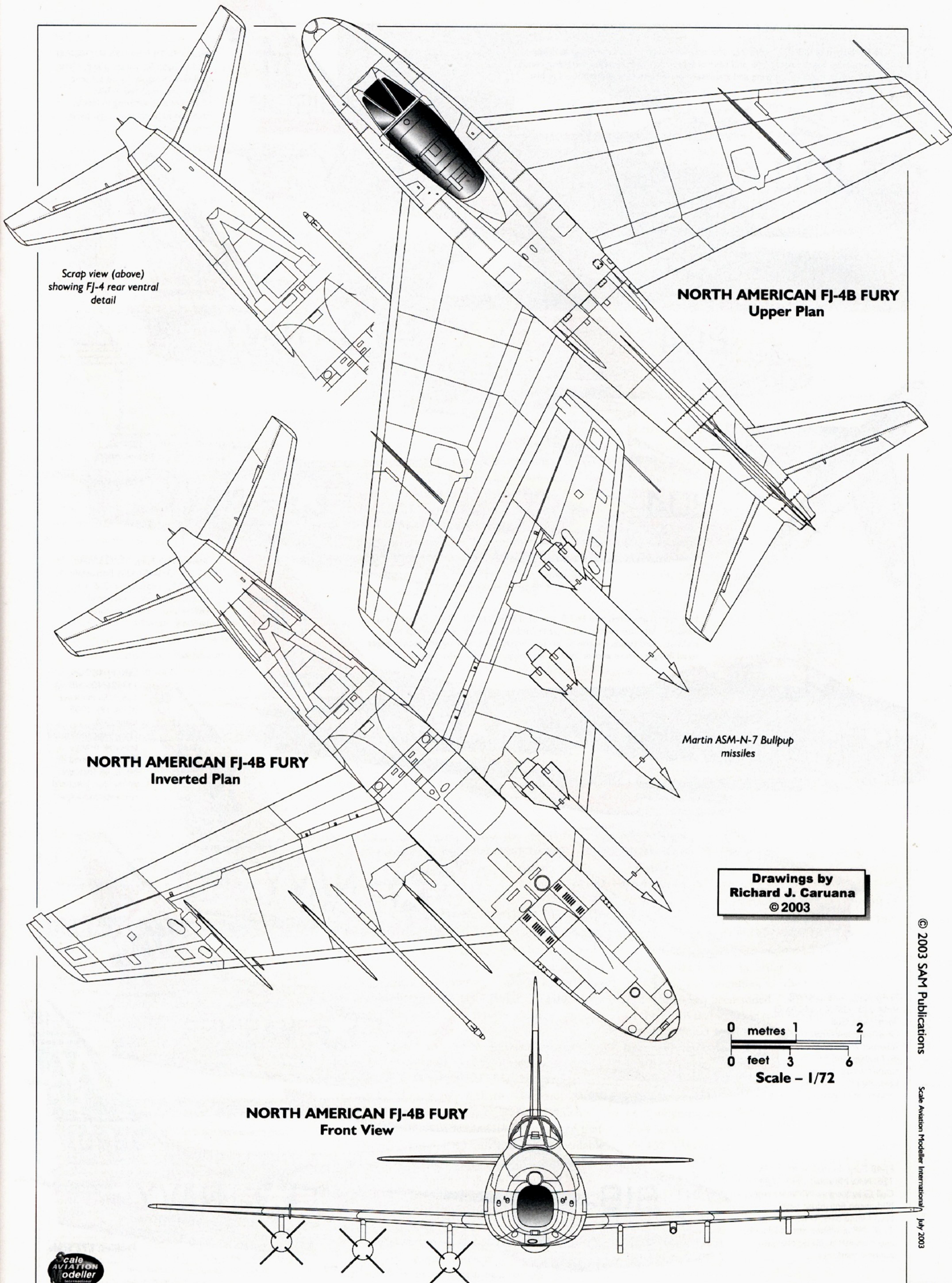
Martin ASM-N-7 Bullpup missiles



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Scale Aviation Modeller

International - July 2003



Scrap view (above)
showing FJ-4 rear ventral
detail

NORTH AMERICAN FJ-4B FURY
Upper Plan

NORTH AMERICAN FJ-4B FURY
Inverted Plan

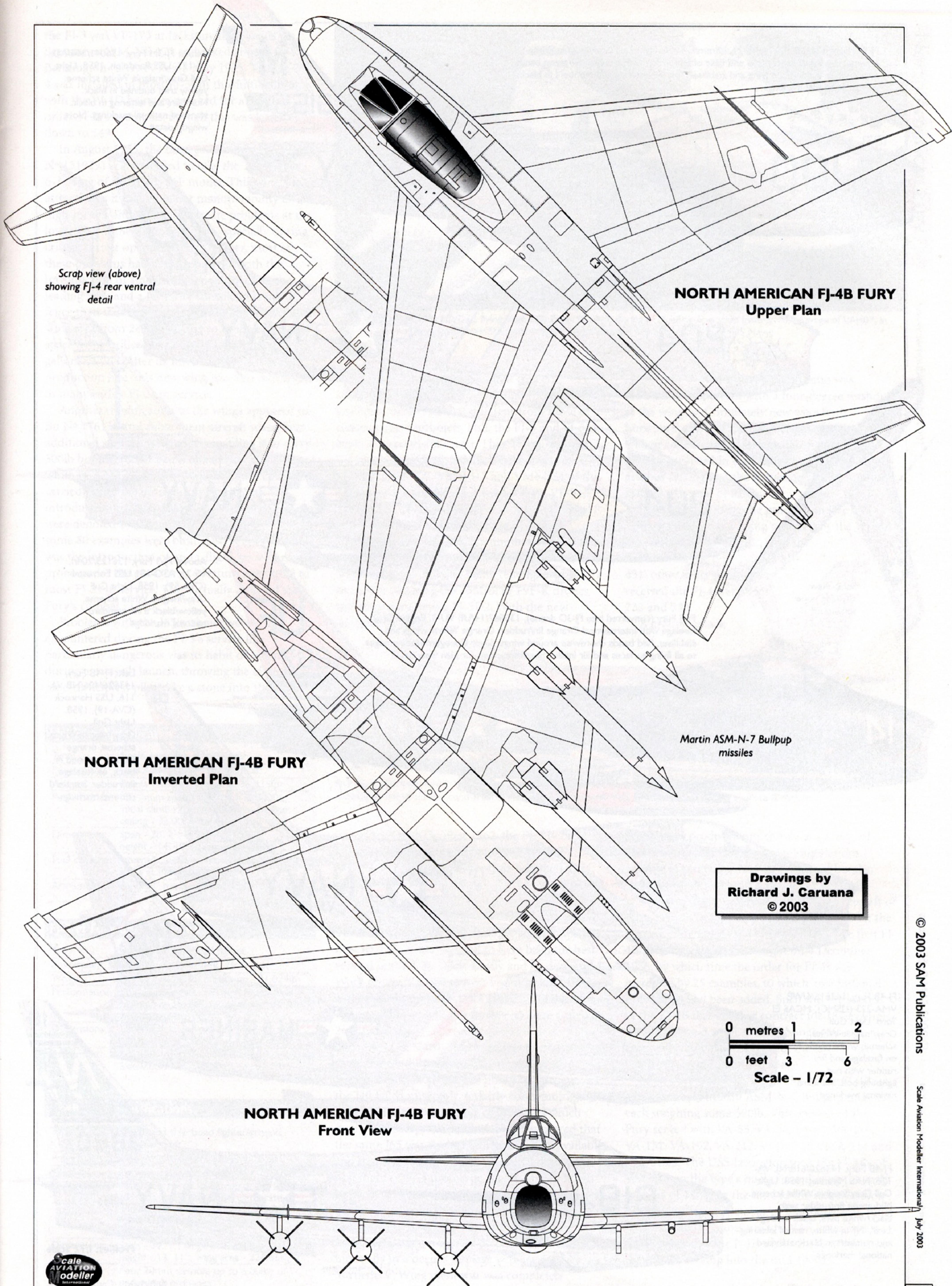
Martin ASM-N-7 Bullpup
missiles

Drawings by
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0 metres 1 2
0 feet 3 6
Scale - 1/72

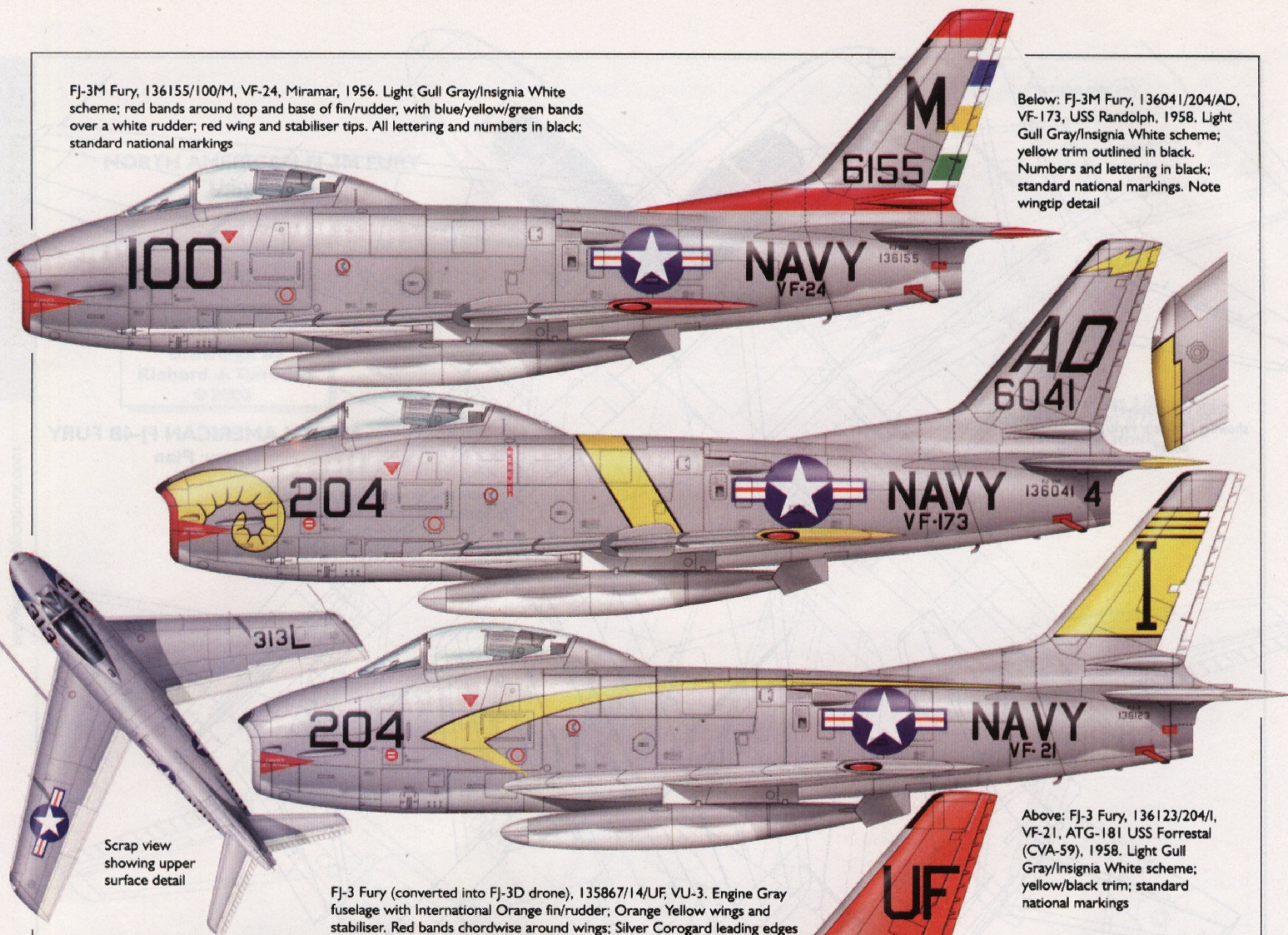
NORTH AMERICAN FJ-4B FURY
Front View





FJ-3M Fury, 136155/100/M, VF-24, Miramar, 1956. Light Gull Gray/Insignia White scheme; red bands around top and base of fin/rudder, with blue/yellow/green bands over a white rudder; red wing and stabiliser tips. All lettering and numbers in black; standard national markings

Below: FJ-3M Fury, 136041/204/AD, VF-173, USS Randolph, 1958. Light Gull Gray/Insignia White scheme; yellow trim outlined in black. Numbers and lettering in black; standard national markings. Note wingtip detail



FJ-3 Fury (converted into FJ-3D drone), 135867/14/UF, VU-3. Engine Gray fuselage with International Orange fin/rudder; Orange Yellow wings and stabiliser. Red bands chordwise around wings; Silver Corogard leading edges to all flying surfaces and air intake. See front cover for plan view detail

Above: FJ-3 Fury, 136123/204/I, VF-21, ATG-181 USS Forrestal (CVA-59), 1958. Light Gull Gray/Insignia White scheme; yellow/black trim; standard national markings

Left: FJ-4B Fury, 143526/406/NB VA-116, USS Hancock (CVA-19), 1958. Light Gull Gray/Insignia White scheme; orange flashes, outlined in black, on fuselage, fin/rudder. Standard national markings

FJ-4B Fury, 143516/6/WP, VMA-223 (USMC), MCAS El Toro. Light Gull Gray/Insignia White scheme; white bands on fuselage and fin/rudder with red lightning bolt. Standard national markings

FJ-4B Fury, 143620/618/NJ, VA-126, NAS Miramar, 1958. Light Gull Gray/Insignia White scheme. Mid-green fin/rudder with black/white bars; black fuselage 'bird'. 'NJ' in white, rest of lettering and numbers in black; standard national markings



Profiles: 1/72 Scale

3 of 3

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the FJ-3 was VF-173 at Jacksonville (Florida) in September 1954. VF-173 embarked aboard USS Bennington (CVA-20) on 8 May 1955. The J65-W-4 was installed in most FJ-3s of this initial order, with the W-4D being earmarked for a further order of 214 examples, though this was later cut down to 149.

In August 1955, the third production FJ-2 (Bu No 131929) was modified to take the 'hard-edge' 6-3' wing of the late F-86F model. This wing was attractive as it offered better manoeuvrability at high speeds, although it did create problems at the lower end of the flight envelope, especially during critical carrier operations. By October, most of these problems had been ironed out with the introduction of small wing fences covering the leading edge and a far more conspicuous main fence than that used on the Sabre. This wing raised wing area from 287.9 to 302.3 sq ft, the additional space being utilised to house 124 additional gallons of fuel. After its introduction on the FJ-3 production line, this new wing was also retrofitted to many earlier FJ-3s in service.

Another modification to the wings appeared on Bu No 136118 and subsequent aircraft when four additional stations were added enabling it to carry 500lb bombs, rocket packs or external fuel tanks, while an AAM-N-7 (AIM-9) Sidewinder could be carried under the innermost pylons. With this introduction in 1956, Sidewinder-carrying Furies were denoted by the designation FJ-3M, of which some 80 examples were built. Also very important was the introduction of an in-flight refuelling probe under the port wing, a feature retrofitted to most FJ-3s in service. This virtually doubled the Fury's combat radius.

Problems with the J65 turbojet were encountered during the FJ-3's service life; particularly dangerous was its habit of seizing up during a catapult launch, throwing the aircraft (and its helpless pilot) like a stone into the sea!

FJ-1 Fury Specifications

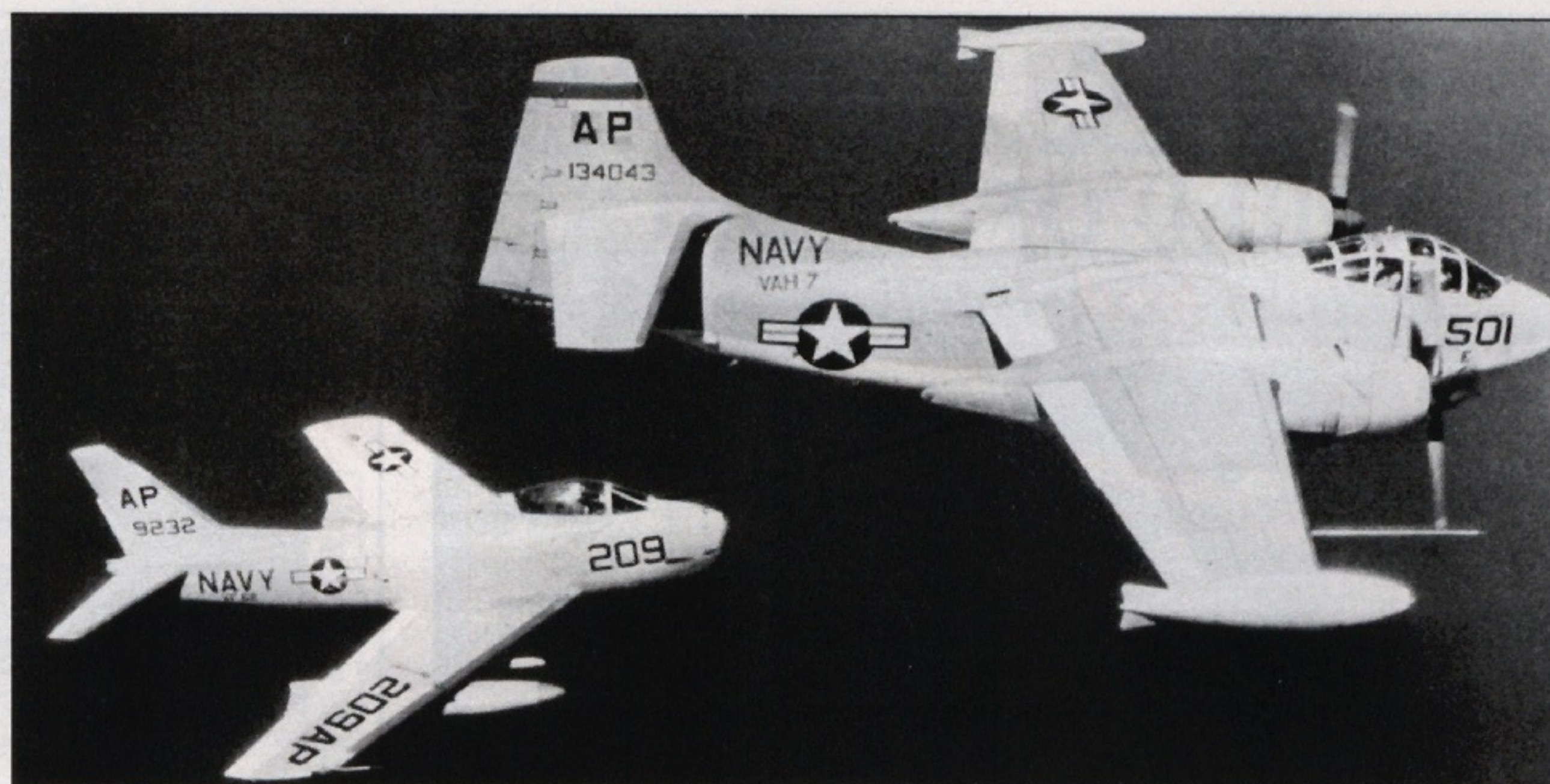
| | |
|----------------|--|
| Type: | Single-seat ship-board fighter |
| Powerplant: | One Allison J35-A-2, 4000 lb.st. |
| Weights: | Empty - 8843lb; take-off - 15,115lb |
| Performance: | Maximum speed - 547mph at 9000ft; initial climb rate - 3300ft/min; service ceiling - 32,000ft; range - 1,500 miles |
| Dimensions: | Span - 28' 2"; length - 34' 5"; height - 14' 10"; wing area - 221sq ft |
| Fuel capacity: | Internally - 465 gallons; 165-gallon drop tanks at the wingtips |
| Armament: | Six 0.50" machine guns, 1500 rnds total |

FJ-3/M Fury Specifications

| | |
|--------------|--|
| Type: | Single-seat ship-board fighter |
| Powerplant: | One Wright J65-W-4B, 7650 lb.st. |
| Weights: | Empty - 12,205lb; maximum - 21,024lb |
| Performance: | Maximum speed - 681mph at sea level, 623mph at 35,000'; initial climb rate - 8450ft/min; combat range - 990miles |
| Dimensions: | Span - 37' 1"; length - 37' 7"; height - 13' 8"; wing area - 302.3sq ft |
| Armament: | Four 20mm cannon, (plus two Sidewinders on FJ-3M) |

FJ-4B Fury Specifications

| | |
|--------------|--|
| Type: | Single-seat ship-board fighter/ground attack aircraft |
| Powerplant: | One Wright J65-W-16A, 7700 lb.st. |
| Weights: | Empty - 13,778lb; maximum - 28,000lb |
| Performance: | Maximum speed - 680mph at sea level, 631mph at 35,000'; initial climb rate - 7660ft/min; combat range - 1485miles (clean), 2020miles with external tanks; combat ceiling - 46,800' |
| Dimensions: | Span - 39' 1"; length - 36' 4"; height - 13' 11"; wing area - 228.66sq ft |
| Armament: | Four 20mm cannon; up to 6,000lb of \ underwing ordnance |



An FJ-3M (139232/209) of VF-62 flying from USS Essex (CVA-9) during a refuelling operation from an AJ-2 Savage of VAH07, in June 1958. Note the empty Sidewinder pylon inboard of the external fuel tank on the Fury (US Navy)

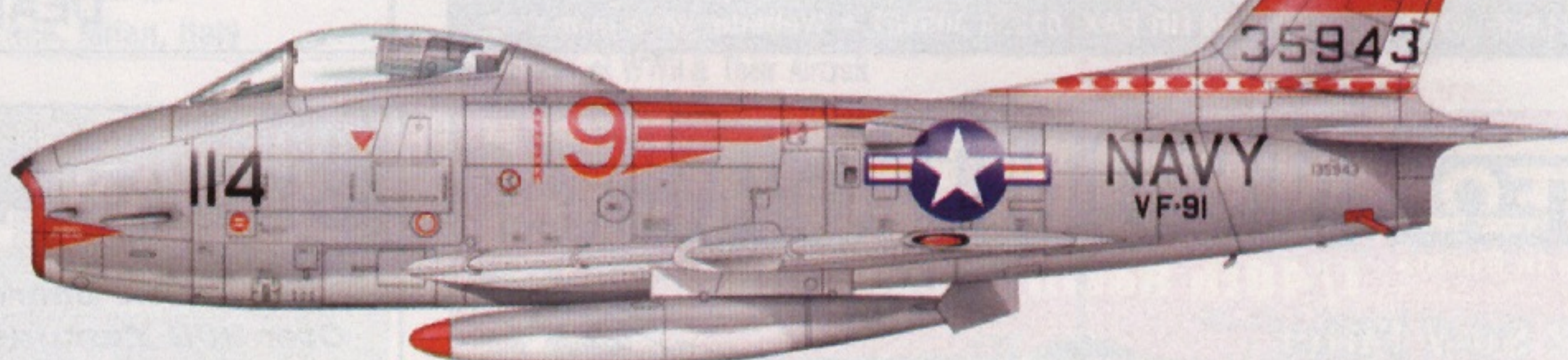
Turbine blade failures also caused concern, although all in all one must say that these problems weren't all that different from those of contemporary turbojets. Still, the FJ-3 and FJ-3M enjoyed a successful career. They served with VF-3, VF-12, VF-33, VF-62, VF-73, VF-84, VA-172, VF-173, VMF-122, VMF-313 and VMF-334 of the Atlantic Fleet, and VF-21, VF-24, VF-51, VF-91, VF-121, VF-142, VF-143, VF-154, VF-191, VF-211 and VMF-235 of the Pacific Fleet.

Between 1957 and 1960, a number of FJ-3s were converted as drone directors, with those handling Vought Regulus missiles being redesignated FJ-3D and those handling the control of F9F-K drones and targets becoming FJ-3D2. With the new designation system

larger area. Wing thickness/chord ratio was reduced to six percent with a four-degree washout at the wingtip. Completely new were both horizontal and vertical tail surfaces, as was the widened-track undercarriage. Further weight savings consisted in the removal of the forward armour plating and the reduction in ammunition rounds to a total of 576.

FJ-4s began leaving the production line in February 1955, these being powered by the Wright J65-W-16A of 7,700lb.s.t., with the first unit on the type being VMF-451; other units which later received the FJ-4 were VMF-232 and 235.

A ground-attack



FJ-3 Fury, 135943/114/NG, VF-91, USS Ticonderoga (CVA-14), April 1958. Light Gull Grey upper surfaces with Insignia White undersides and all moving control surfaces. Red/white trim with 'NG' code in black, outlined in white © Richard J. Caruana - 2003

introduced on 1 October 1962, the FJ-3 became known as the F-1C while the FJ-3D became MF-3C, while the drone directors became DF-1C and DF-1D.

A Formidable Fighter Aircraft

The FJ-4, which can be considered as a completely new aircraft, is also deemed to have been the best version in the F-86 Sabre family and its derivatives. Work on the NA-208 project began in June 1953, and on 16 October the USN issued a contract for 132 examples, to which a further 45 were added on 26 June 1954.

In the FJ-4, North American was hoping to capitalise on the power of the afterburning Westinghouse J40. This was not to be, however, as the J40 failed miserably, unfairly condemning the F3H-1N Demon to a string of accidents which made it unacceptable to the USN. It appeared that the same J65 was the only suitable engine available, and that was the powerplant installed during the first flight of FJ-4 prototype Bu No 139279 flown by Richard Wenzell on 28 October 1954. However, the Fury had gone through an extensive redesign process, both internally and externally.

To begin with, it carried 50 percent more fuel internally in a deeper fuselage with a raised aft 'turtledeck'. Wing planform was completely revised, using a 'wet' wing of thinner section and

version was produced under the designation of FJ-4B, which featured six underwing stations capable of carrying a total of 6,000lb of bombs, rockets or fuel tanks. An additional pair of airbrakes were fitted under the rear fuselage, just aft of the V-strut arrestor hook. It was equipped with the Low Altitude Bombing System (LABS). The first FJ-4B performed its maiden flight on 4 December 1956, by which time the order for FJ-4s was increased by 25 examples, to which an additional order of 46 had been added. Such was the success of the FJ-4B that another contract for 184 examples was placed on 5 April 1956, although this was eventually cut back to 151, with the last FJ-4B being delivered in May of 1958.

Most significant was the ability of the FJ-4B to carry up to six Martin ASM-N-7 Bullpup missiles, each weighing some 570lb. This version of the Fury served with VA-55, VA-56, VA-63, VA-116, VA-151, VA-192, VA-212, VMF-212, VMA-214 and VMA-223. The USS Lexington took the FJ-4Bs of VM-146 on the type's final cruise during the early months of 1962. By the time of the redesignation of USN aircraft in October of that same year, most Furies had been transferred to NAS units, where the FJ-4 became the F-1E while the FJ-4B became the AF-1E, serving into the mid 1960s.

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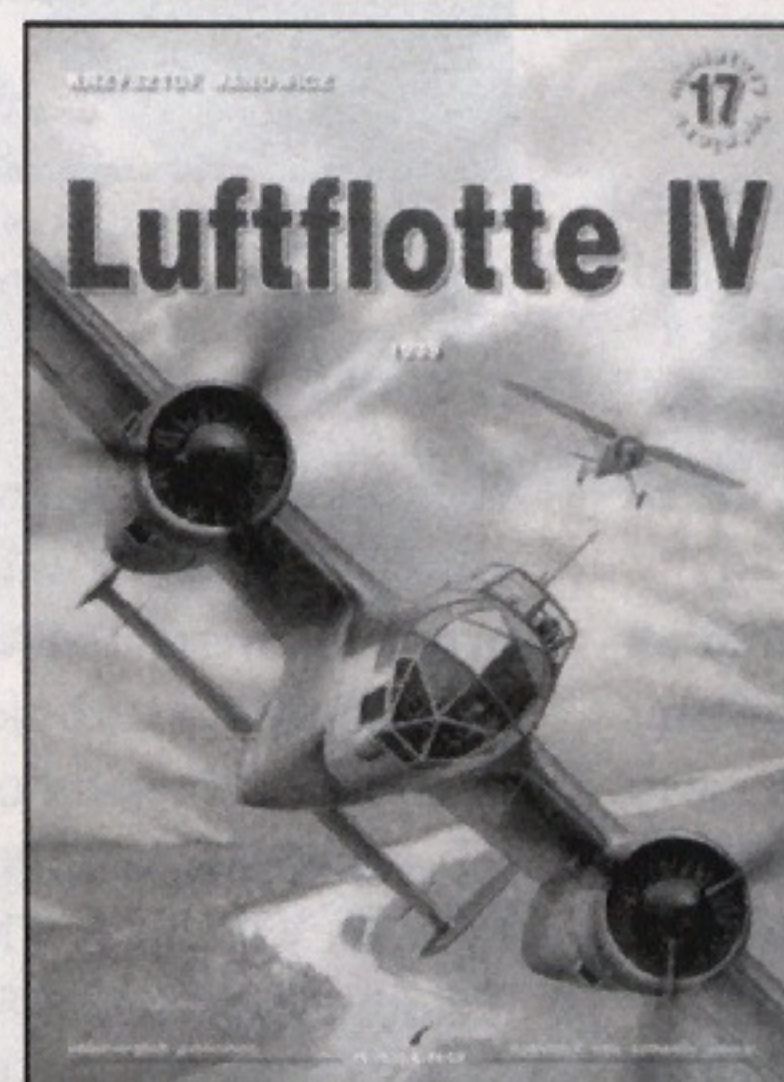
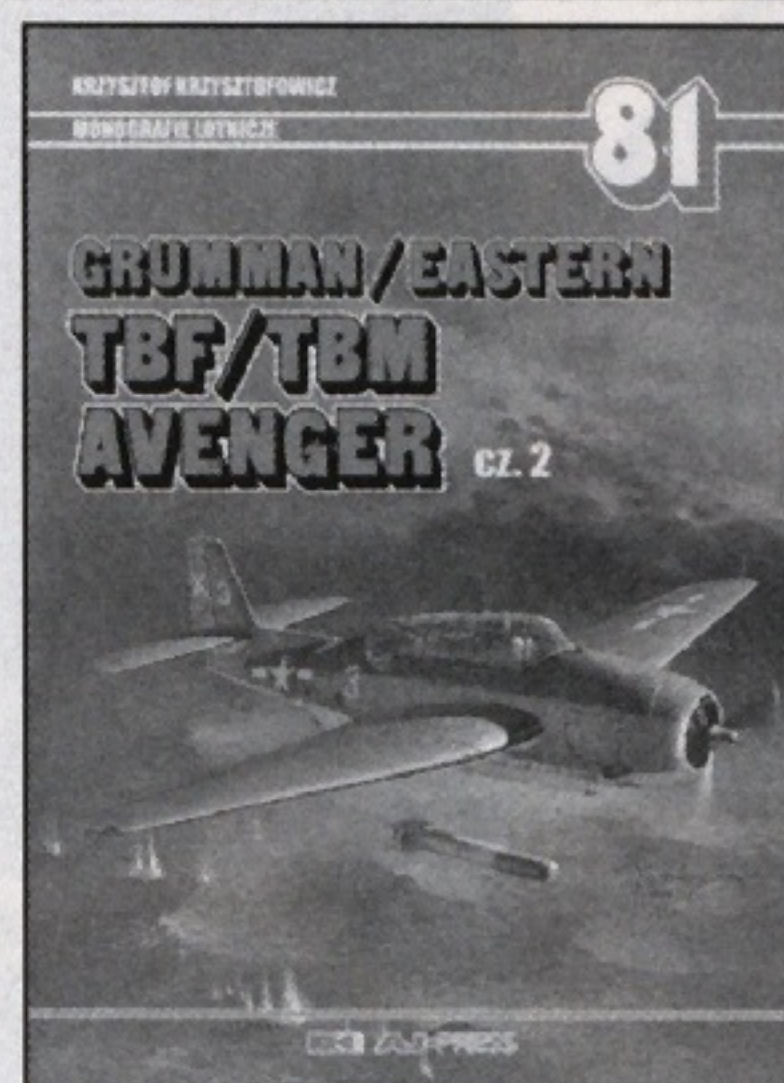
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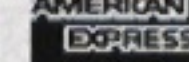
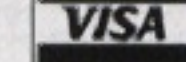
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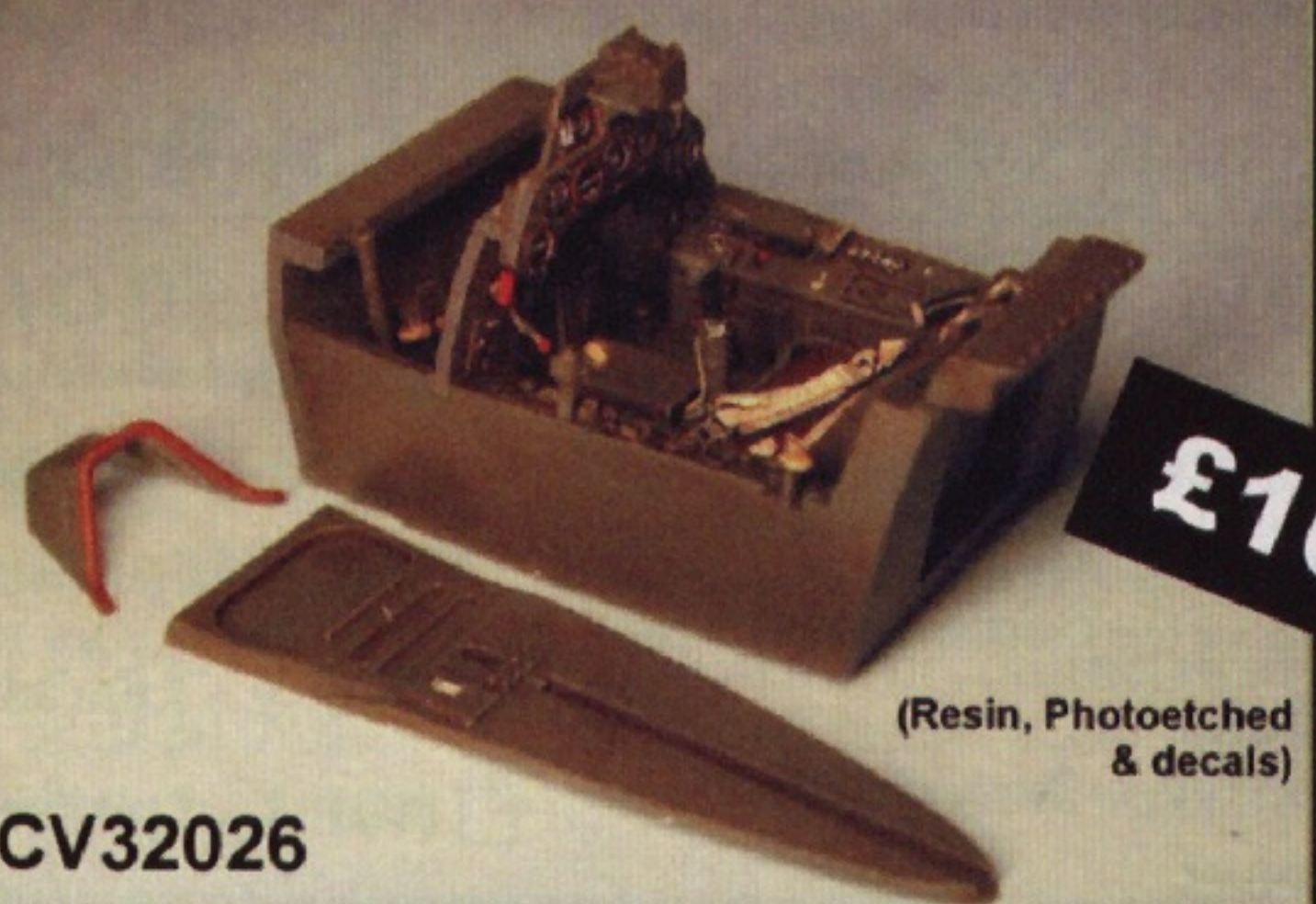
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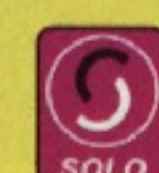
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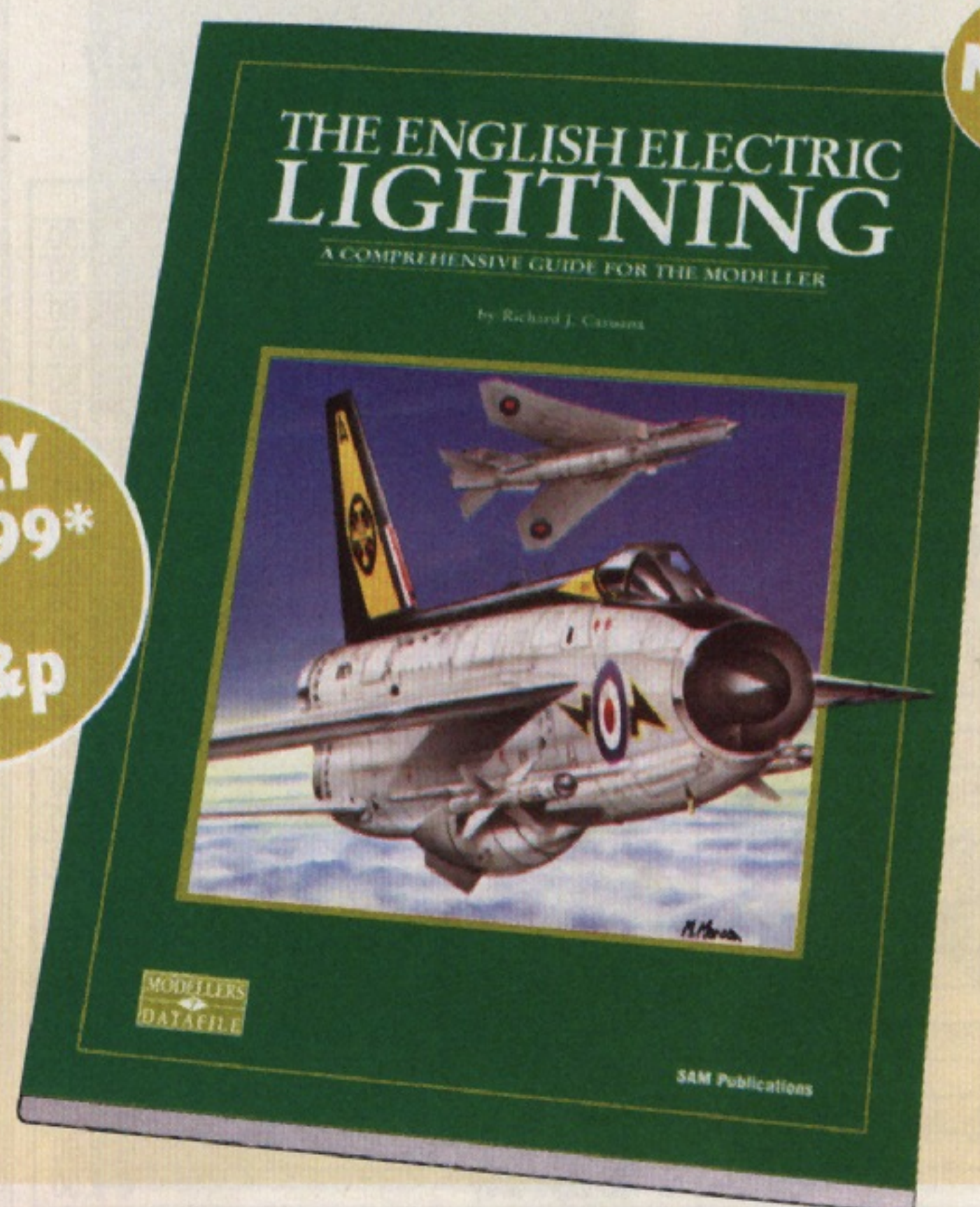
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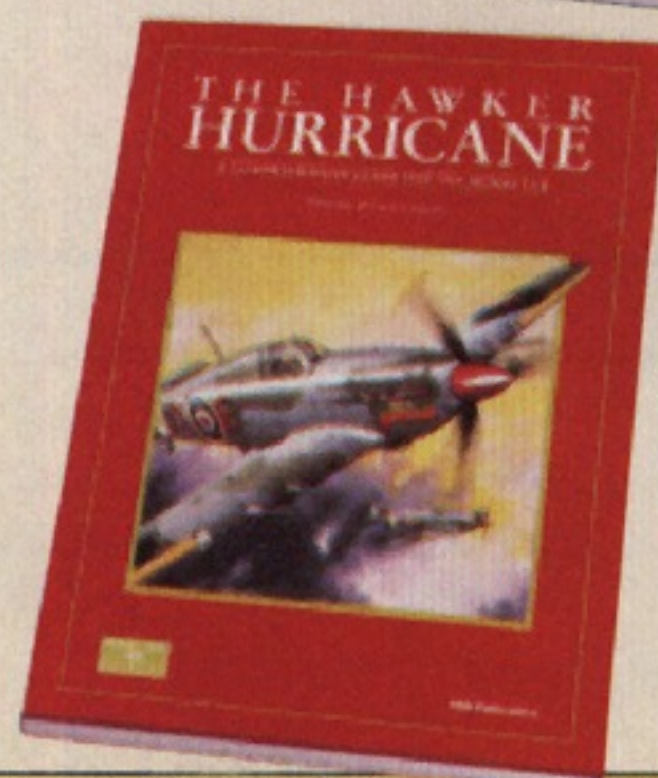
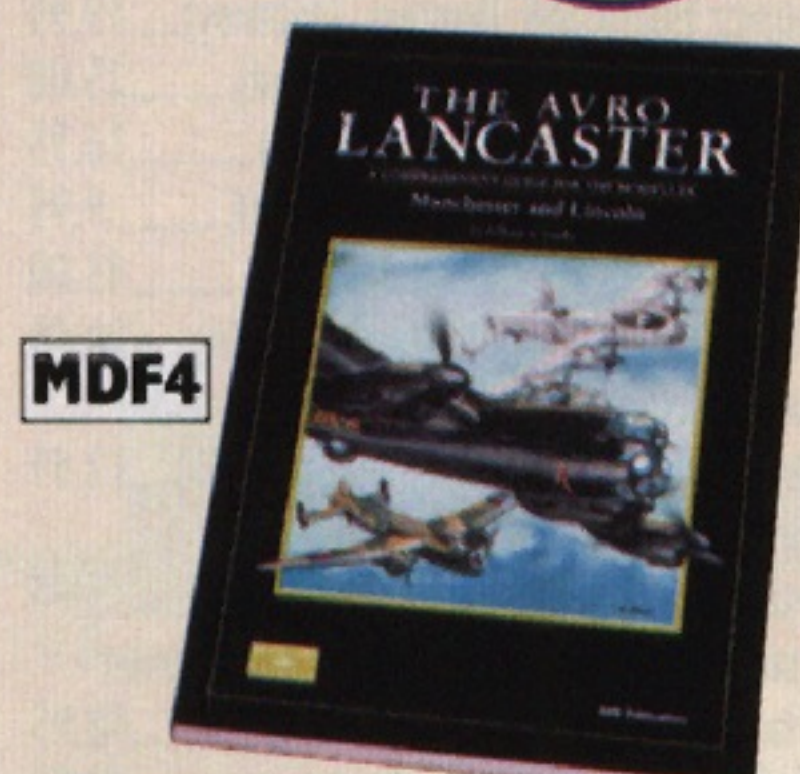
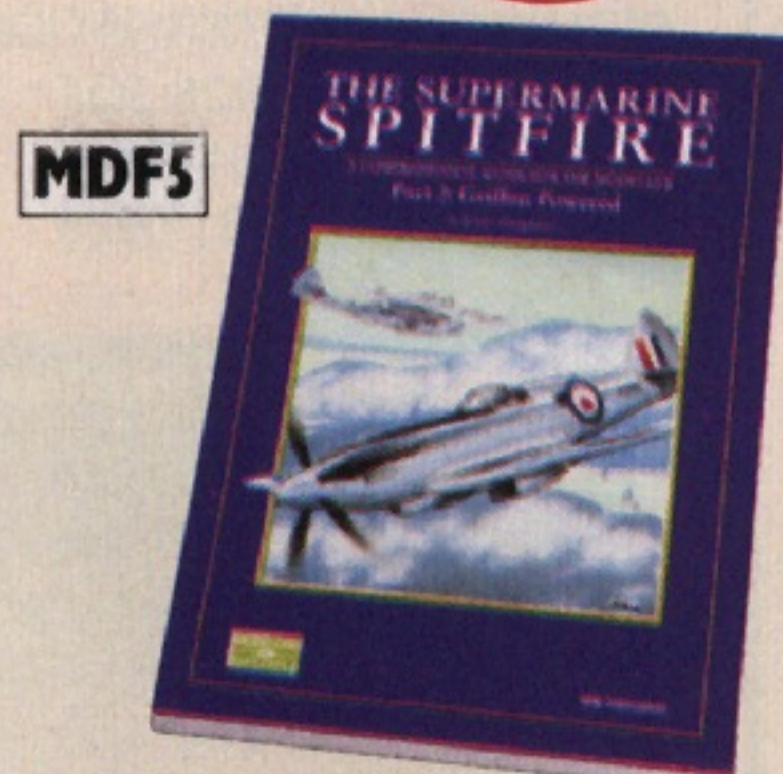
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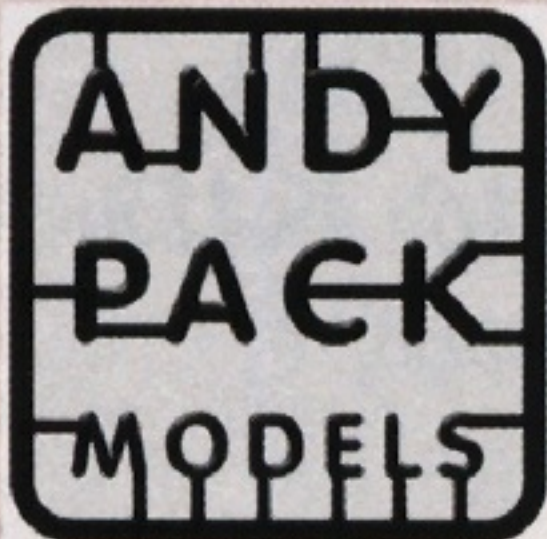
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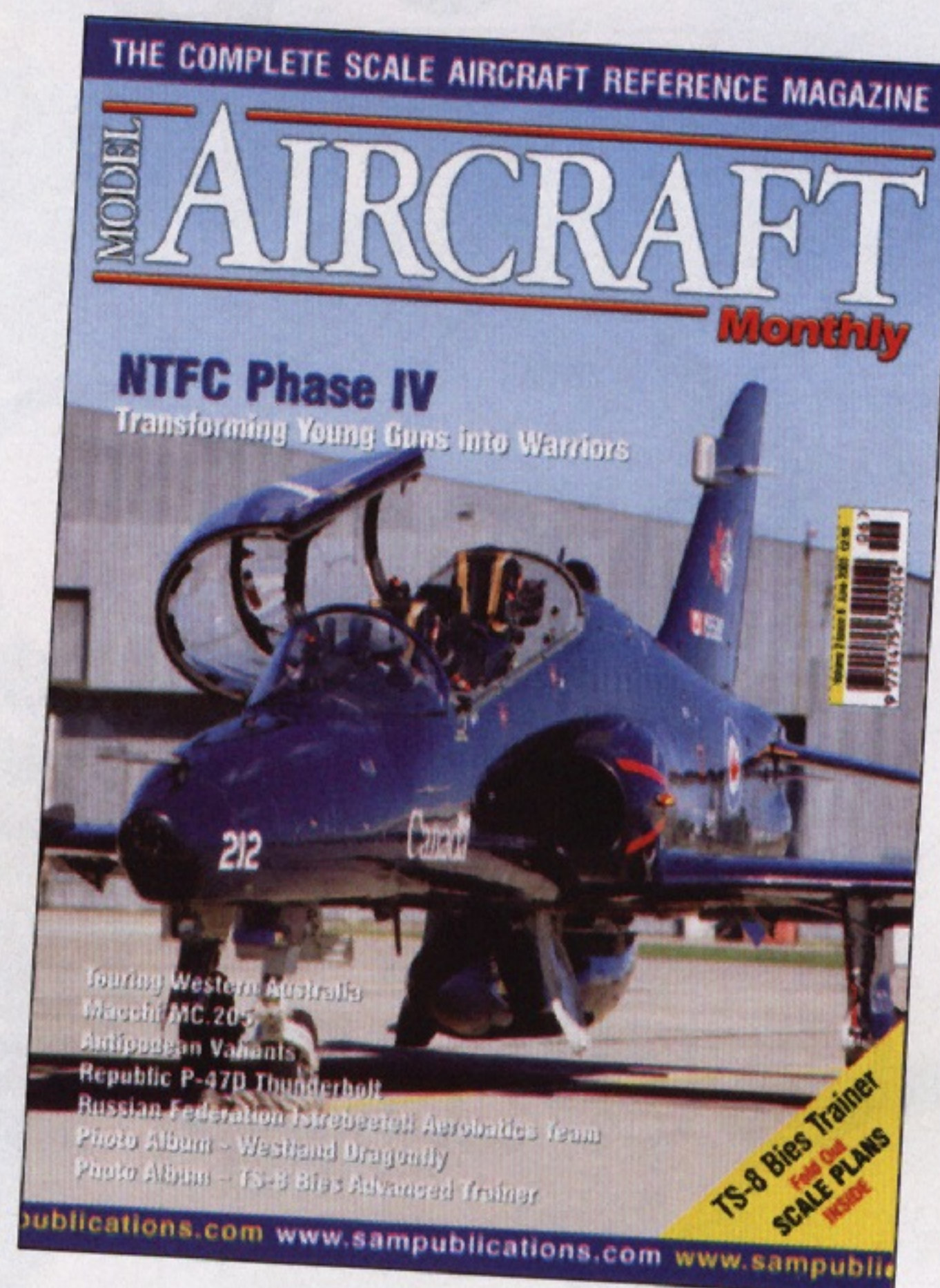
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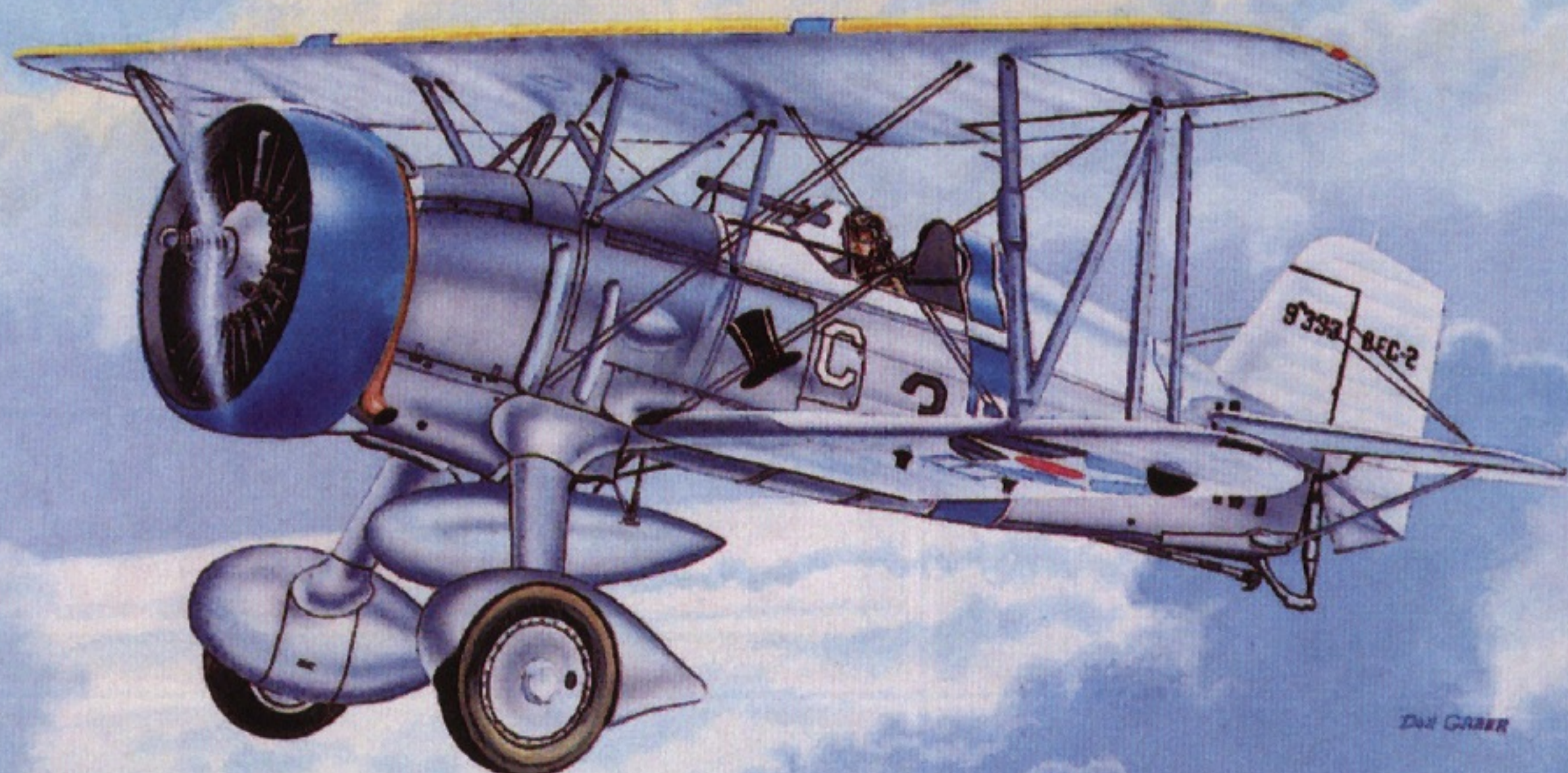
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A few years ago, the company called Classic Airframes came into being, offering some very interesting bi-plane models from the F4-B4 to the Curtiss Hawk and my chosen model, the Curtiss BFC-2 Goshawk. Out of all the bipes that Classic Airframes offers in kit form, for some reason, I like the lines of the Goshawk the best, plus, to my knowledge, no other kit of this aircraft exists.

In Photos 1 and 2, I show the reader the components of the kit. It

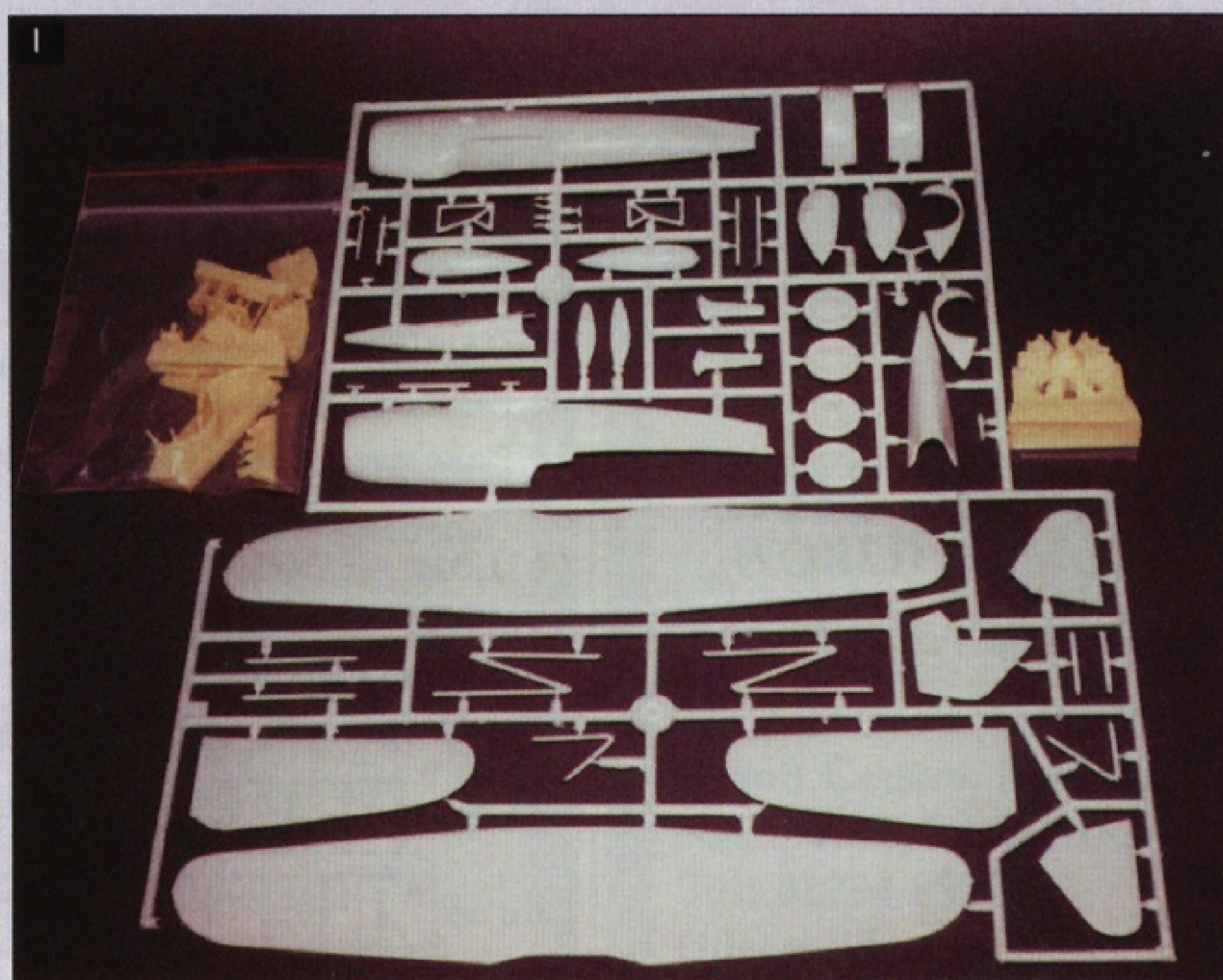
can be seen that this is a mixed-media kit in that there is the customary plastic, which has been enhanced with separate resin pieces. Photo 1 illustrates the plastic components, resin engine and bag of resin parts. Photo 2 offers the decal sheet, two vac-formed windscreens and canopies along with the resin for the exhaust collector ring, control stick, machine guns, seat and backing plate,

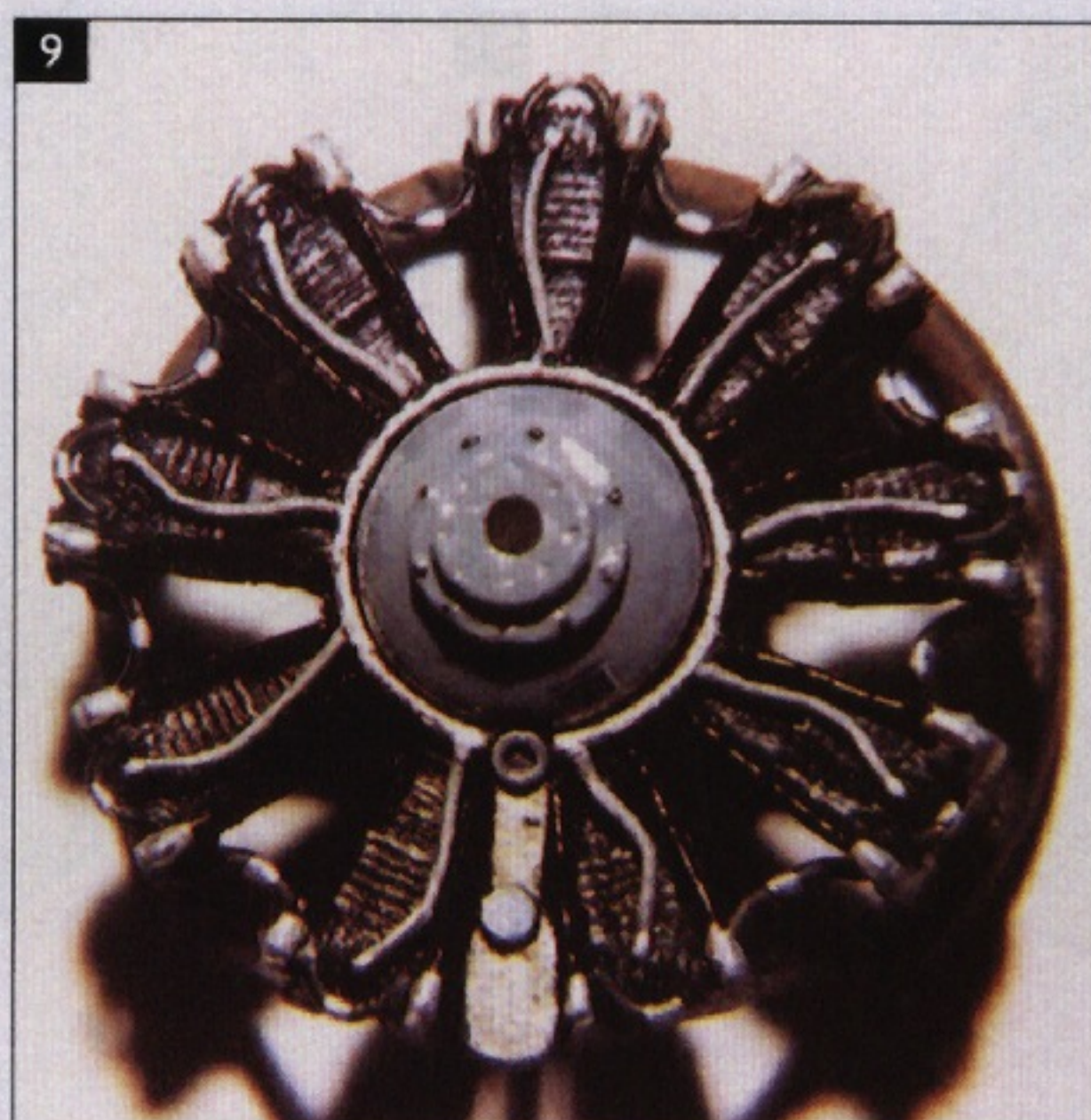
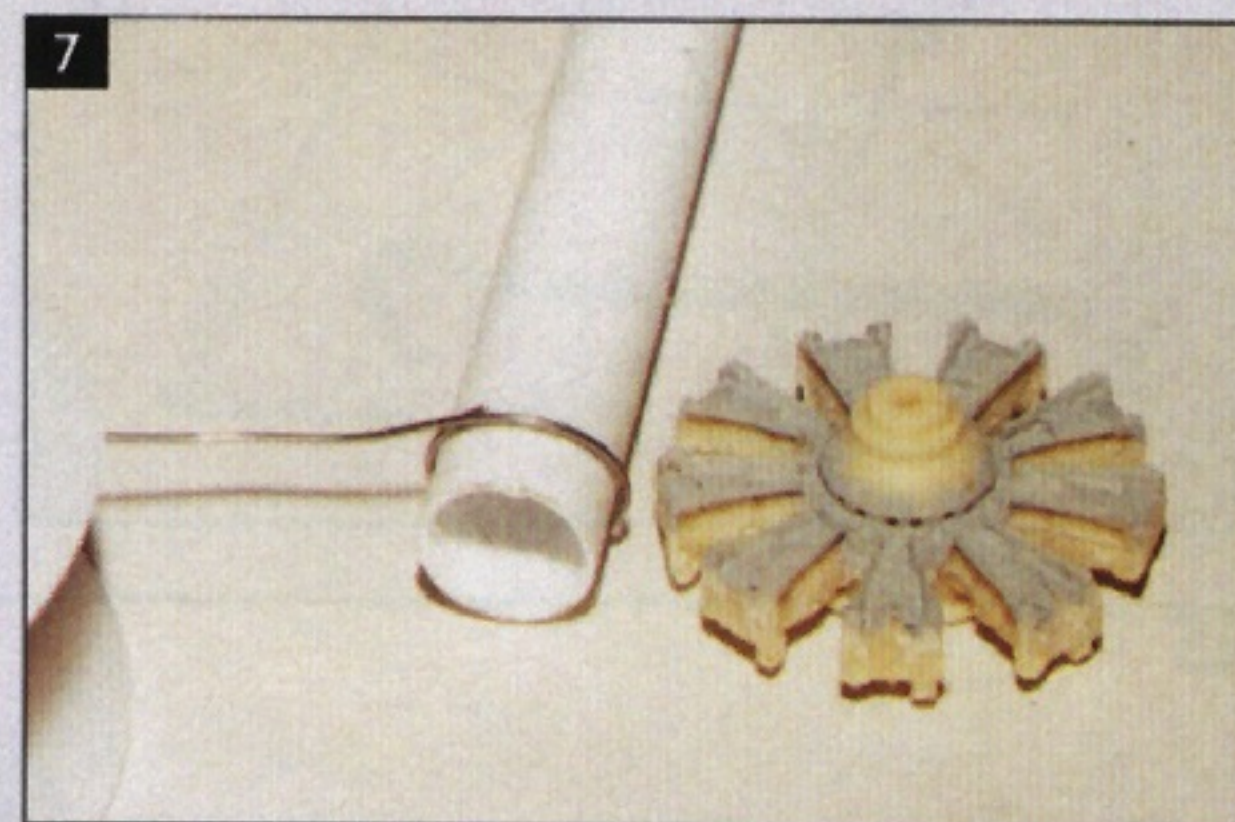
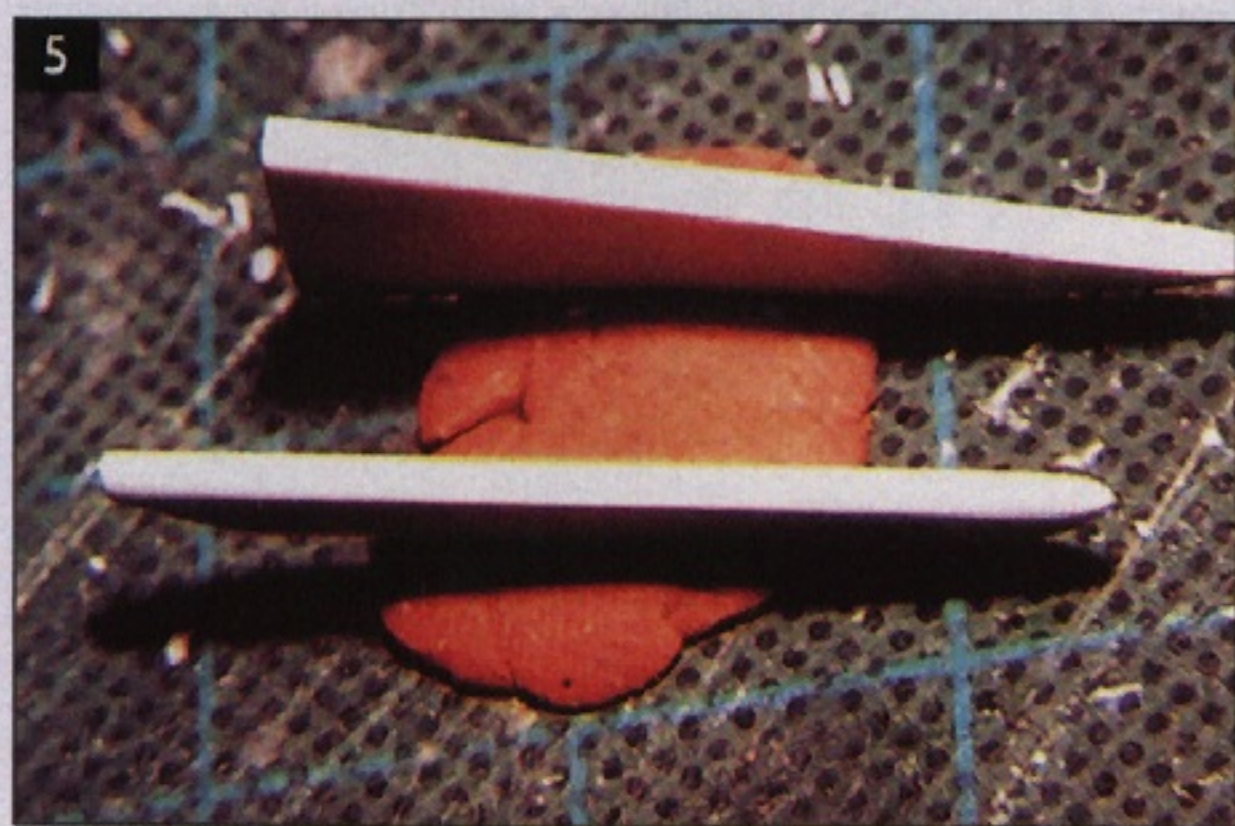
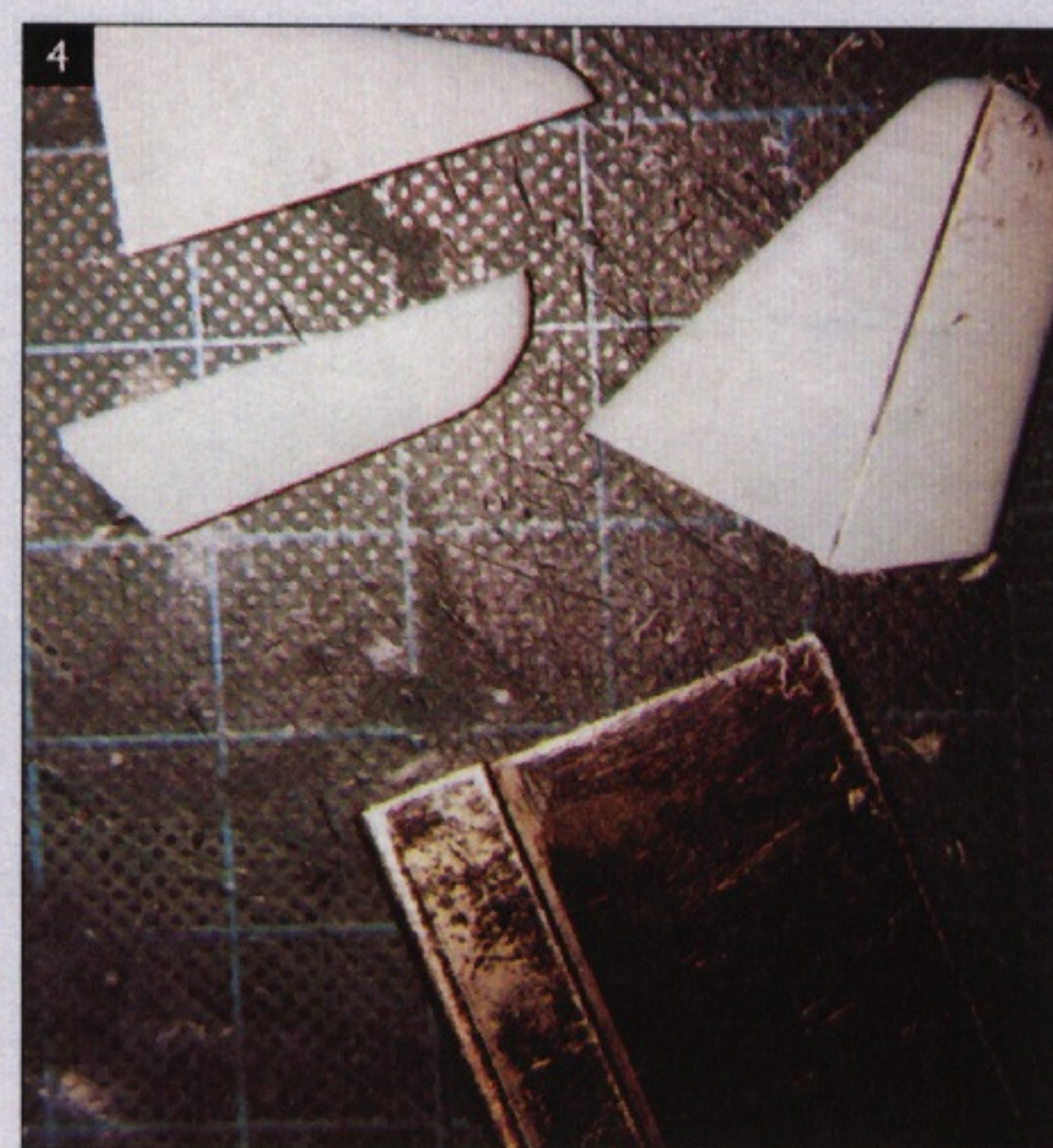
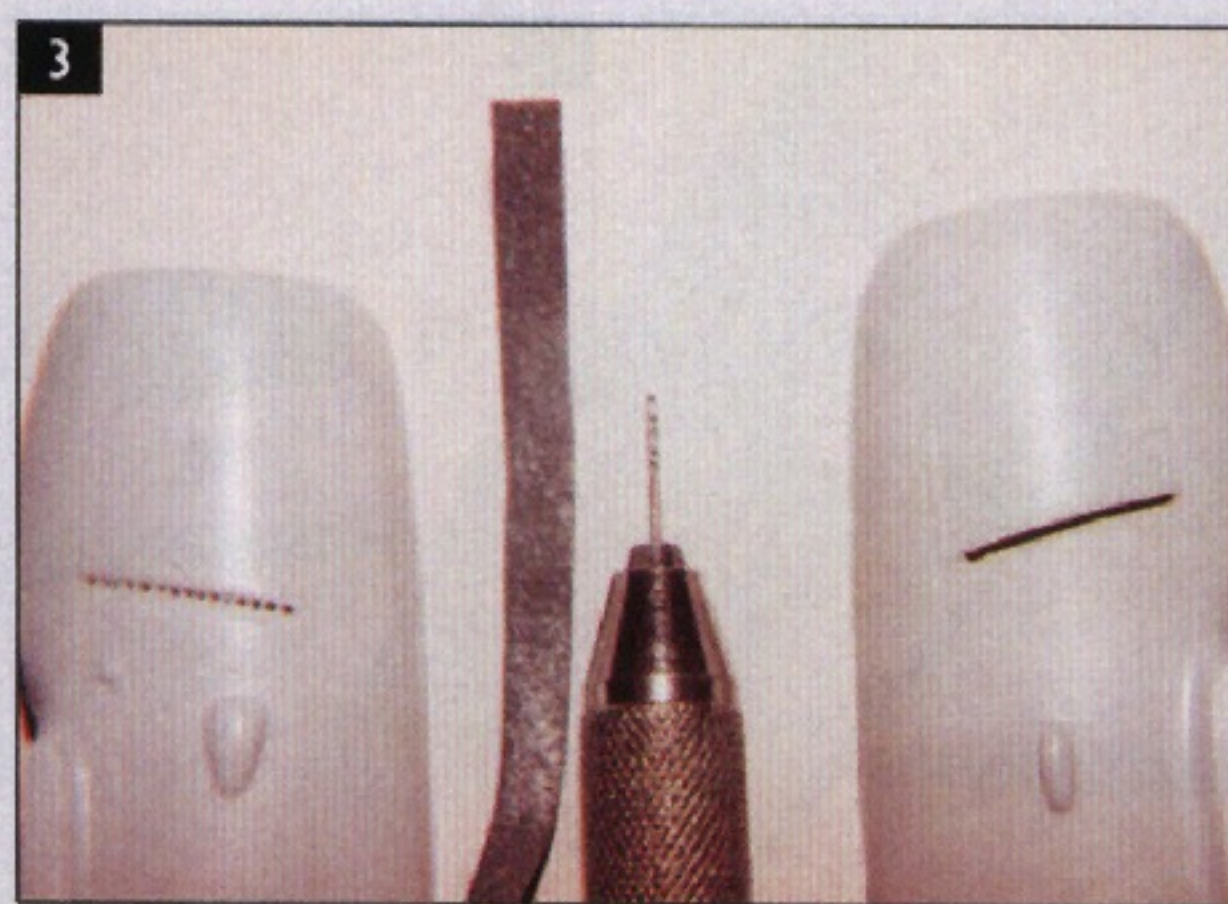
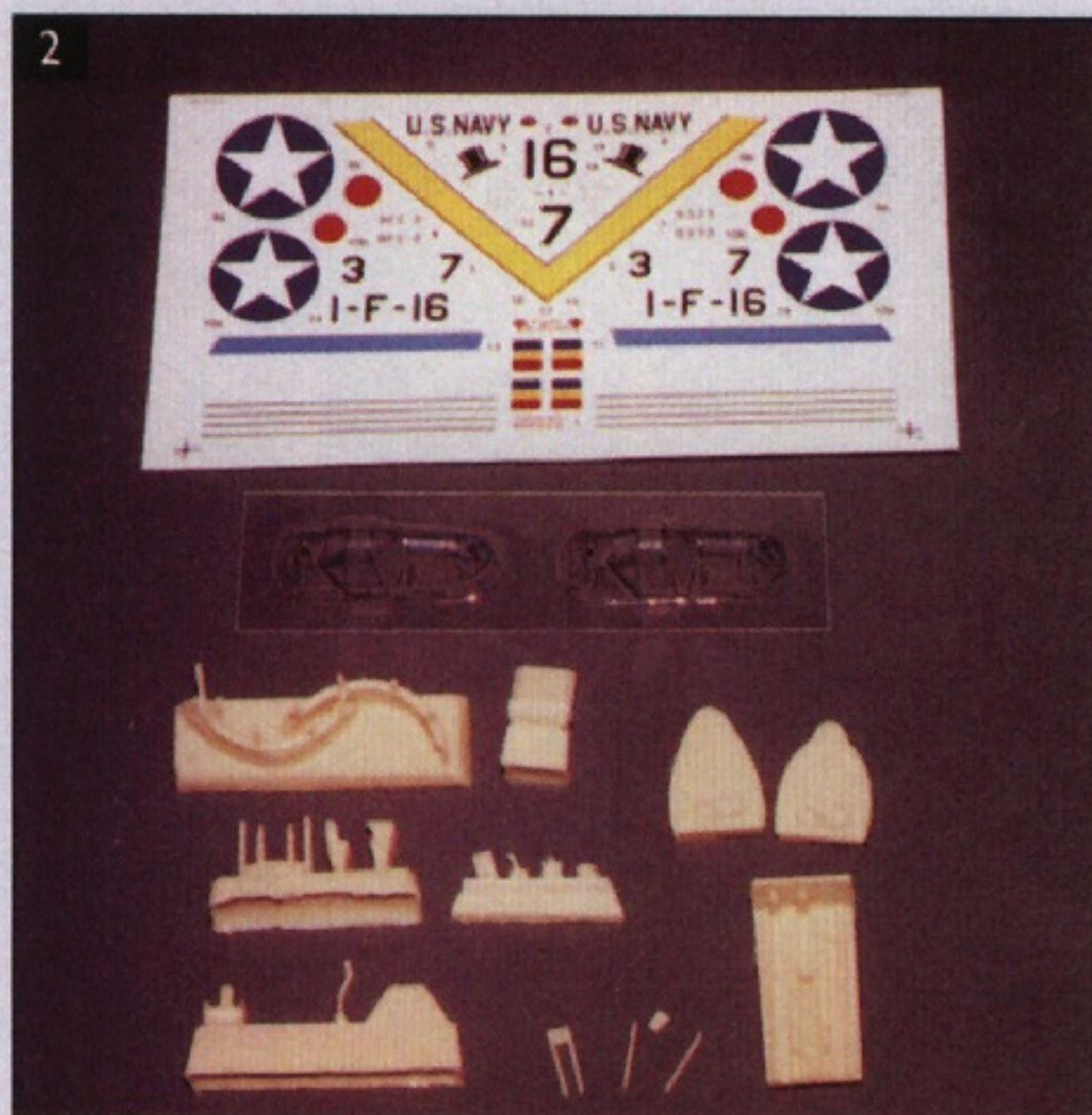
floorboard, various cockpit controls and switches and finally, the rudder pedals, one of which was already broken when I opened the box.

For a mixed-media kit, I felt pretty confident that I could produce a worthwhile kit, but the road to that end was a bit bumpy at times. The BFC-2 had vents in the engine cowlings sides and in photo 3, I'm beginning the process of opening up

those vents. I began by drilling a series of holes along the depression.

Once those were drilled, I carefully shaved out the area between the holes with an X-Acto knife and followed that with some sandpaper that I had cut to a workable size. By gently pulling back and forth, I was able to not only open up the vent but also, provide a nice rounded corner behind the forward edge of the vent hole. As the rudder in the kit comes separate from the fin, I decided to cut out and drop the elevators. In photo 4, I have removed one of the elevators and am in the process of cutting out the other. It was a simple straight cut and in a few minutes I was ready to proceed. Although hard to see in the photograph, the two elevator connection surfaces on the fins are shown in photo 5. Using a small X-Acto round file, I was able to carefully file a rounded groove in each which would accept the rounded leading edge of the elevator, making for a better fit. It was a simple matter of rounding the leading edges of the elevators afterward and when everything I wanted was achieved, I was ready to move on to the next step, the engine.





As it comes out of the box, the R-1820 isn't all that bad. Of course, there was some resin flash to be dealt with which is visible in photo 6, but overall it was a good basic start for me. Wanting to spruce up the engine a bit, in photo 7 I have begun the detailing process with some small diameter solder. Using a piece of Plastruct plastic tube of the correct diameter, I was able to make the ring at the base of the crankcase.

In photo 8, the job is complete with the ring in place, the oil sump having been made from plastic, the ignition wires added from thin solder and the oil distribution hoses also made from the solder. For photographic purposes, I placed the engine in the cowl ring. Just a little sanding was needed to get it to fit within the confines of the cowl. Using a variety of paints, the completed engine and exhaust collector ring is visible in photo 9.

The mandatory Engine Grey was used for the crankcase, Testor's Semi-Gloss black for a base coat on the cylinders and push rods, a dry-brushing of Testor's Steel for the cylinders and a touch of white to signify the spark plug locations

completed the major engine paint work. Using a fine-tipped toothpick, I highlighted the crankcase bolts with a touch of black and I also added the small engine data plate on the lower right of the crankcase. That little gem came from Reheat's data placard sheet.

Moving on to the propeller, photo 10 shows the composite result of resin and plastic. The centre hub needed a bit of cleaning up and holes had to be drilled in that resin part to accept the individual plastic blades. From reference photos, I was able to make two different sized diameter parts, which became the propeller hub detail. Both were glued dead centre on the hub.

Contrasting with the previous photo, photo 11 shows the completed propeller assembly. As the blades were quite shiny in real life, I decided to use my trusted Rub 'n Buff/lacquer thinner mixture. After spraying the blades, I buffed them with a cotton bud until they were very shiny. Rather than attempting to mask the blades and paint the hub, I used a bottle of 'The Detailer' which is a thin, black ink. Even though it took several applications, I was able to provide some depth to the areas

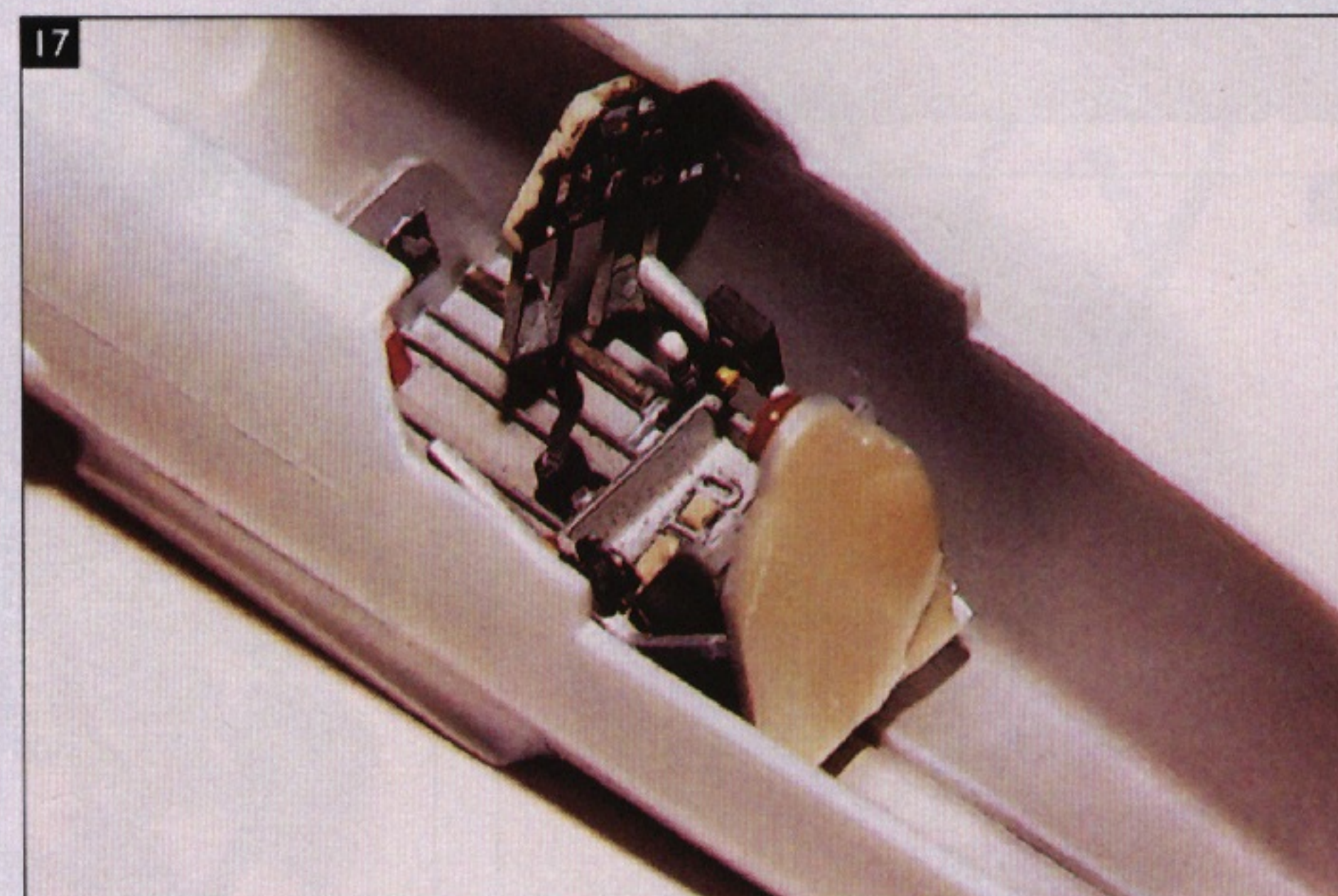
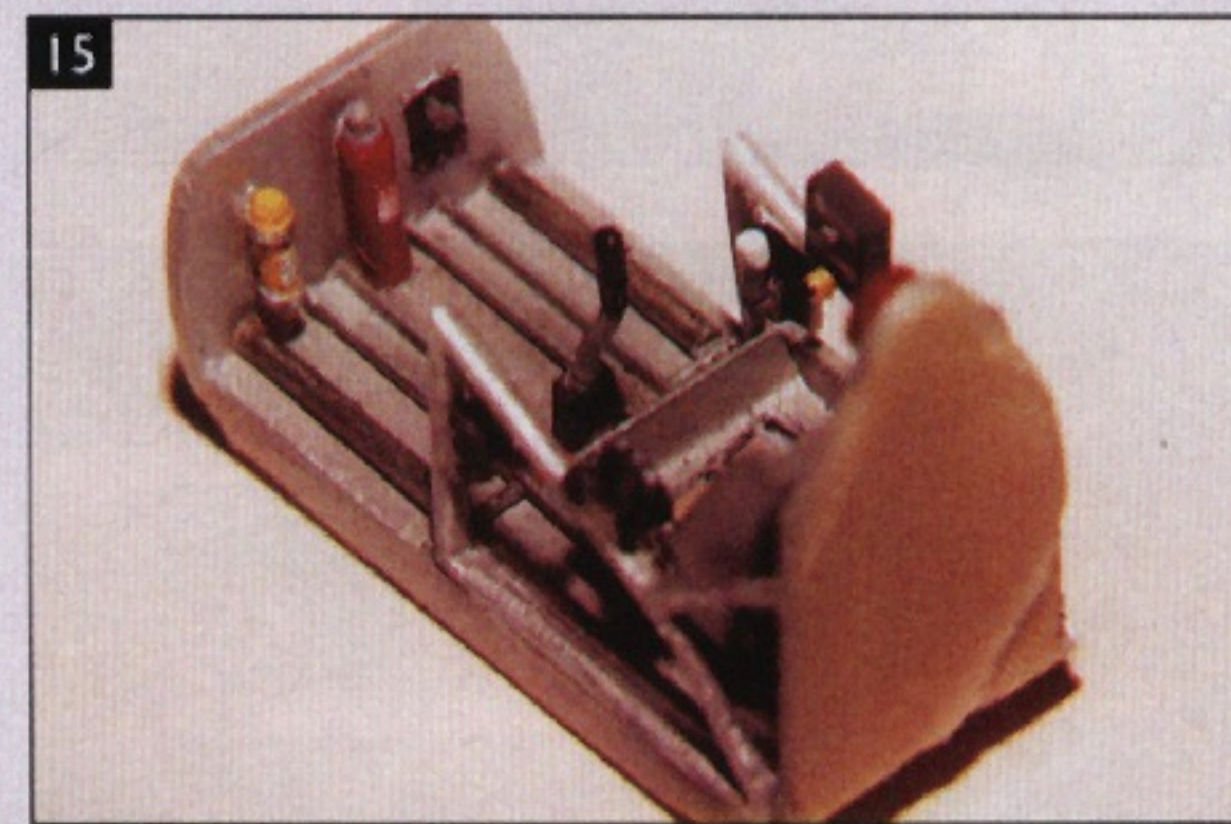
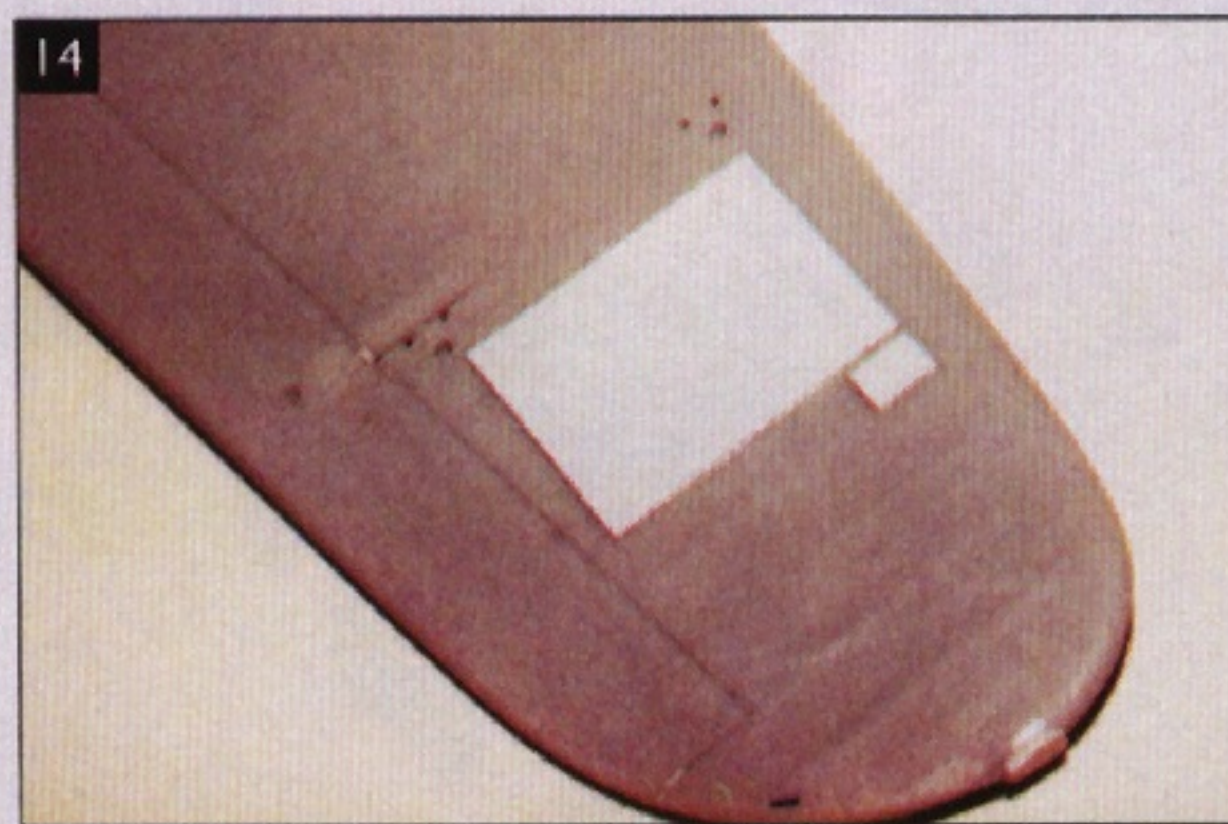
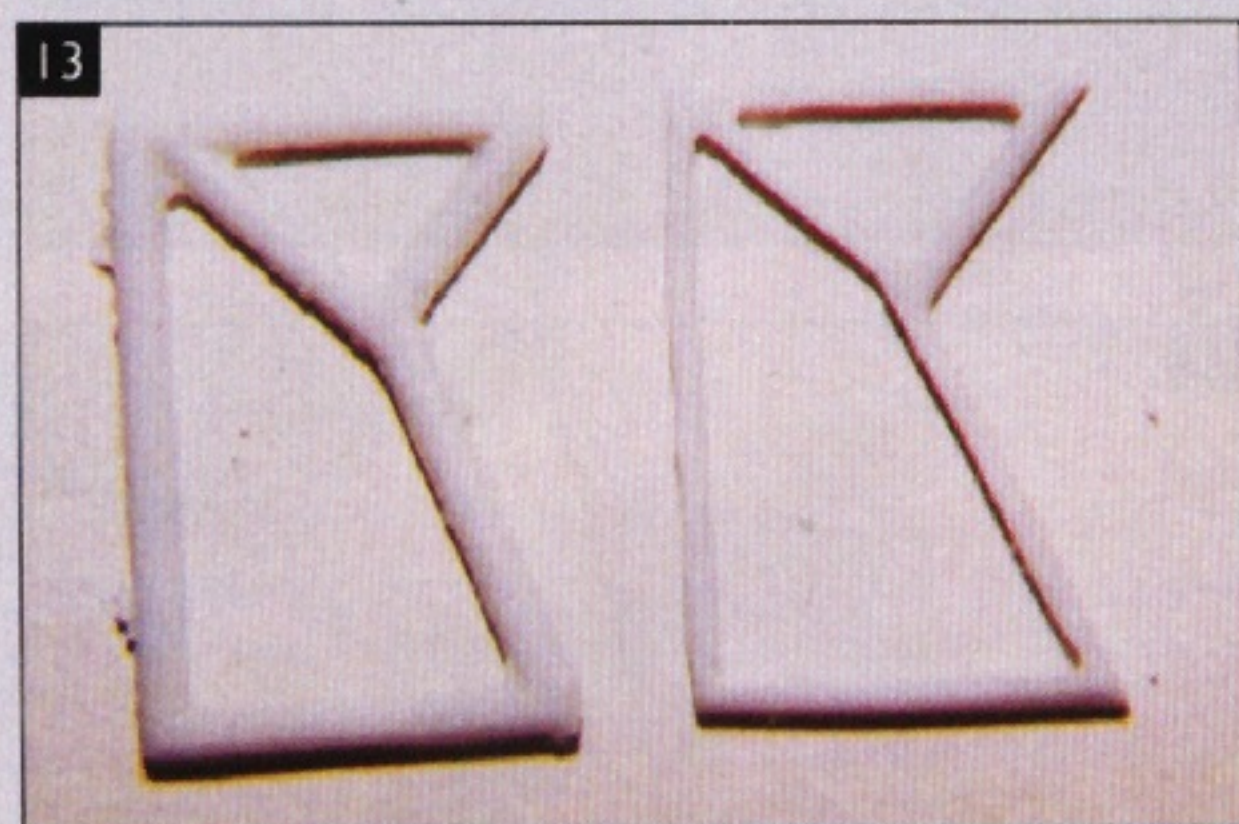
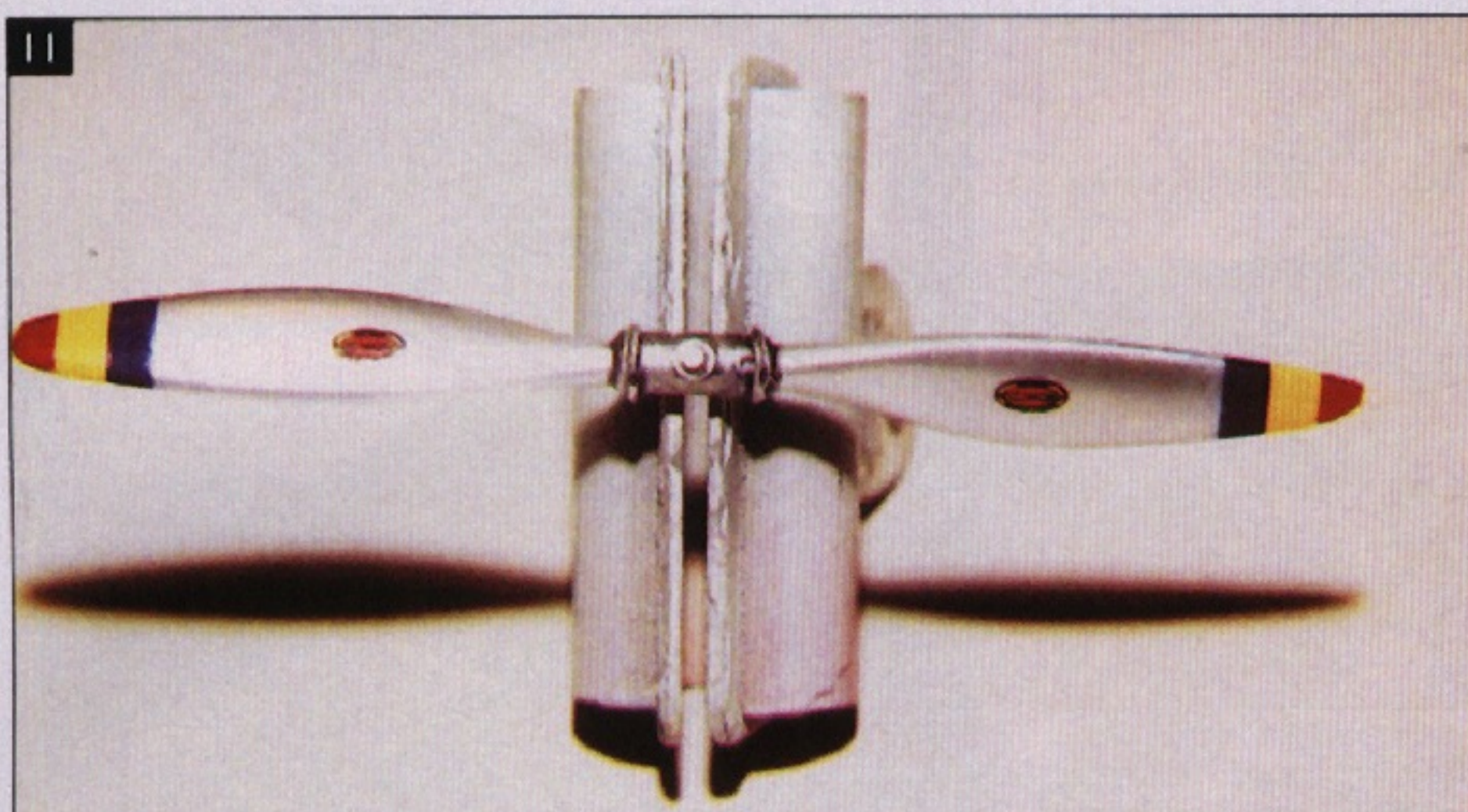
where the blades connect to the hub. To differentiate shades, I also 'painted' the entire hub with the solution, which after two coats gave it just a little darker appearance.

Classic Airframes provides the propeller logos that can be seen, as well as sufficient propeller tip decals. Although far too wide, I was able to trim them a bit before application, trimming them when they were dry. A small dab of Micro Sol made the decals grab and then it was on to the back of the blades, photo 12. The kit directions indicate that the backs of the blades were painted in dark blue. Some would perhaps say that the back half of the blades were black but I elected to follow the kit instructions. I measured off half the distance, then masked and sprayed some matching dark blue I had on hand. When everything had dried, I removed the blue part of the red/yellow and blue propeller tip decal and applied just the red/yellow part. A sharp razor blade made removal of the excess a simple job and small touch-ups with matching Testor's Red and Model Master Chrome Yellow completed the prop. Due to repeated handling, a small area of the Rub 'n Buff wore off

just at the base of one blade. Using a small amount of SNJ Polishing Powder, I was able to restore the lustre and that application blended in quite nicely with the shiny metal finish.

This time around, I elected to completely assemble and paint various sub-assemblies as opposed to constructing everything and painting later. Just a change in operations.... The interior bracing for the cockpit is provided in the kit and photo 13 shows the side wall bracing, before and after. From the photograph, one can see the difference between the left and right pieces. I had to file, sand and scrape to thin down the bracing. Again, this is no top-o-the-line kit but I challenge anyone to show me another BFC-2 in 1/48th scale with both resin and plastic components. Having to thin parts is just a portion of the build process that I enjoy.

Moving on to the wing, photo 14 shows a couple of things. First off, the BFC-2 had flotation devices which were meant to delay the sinking process of the aircraft, thereby allowing the pilot several precious minutes of evacuation time should a ditching occur. These were simple panels under the top wing which,



when opened, would let out an air filled bag designed to keep the aircraft above water for a time. I added them with .005 plastic sheet cut to shape as per reference photos.

The smaller rectangles are inspection panels for the floatation devices. One can also see the small semi-circular plates I've cemented to the wing tip. Those were added as a base for the navigation lights that would be added later. Thinking ahead, I have also drilled very small holes to accept the rigging later on in the project. They are visible to the left of the floatation device, adjacent to the wing-strut mount holes. Photo **15** shows a rather (by today's standards), spartan cockpit. I've added all the components sans instrument panel that would be mounted to the fuselage. The thinned interior cockpit sidewall bracing is also evident. Everything in the photo was included in the kit, mostly in resin.

In photo **16** one can see a little different view of the completed cockpit. Using very small stencil decals, I've added them to the seat and various boxes just to provide detail and interest. My very old bottle of Pactra 'Leather' continues to soldier

on as is evidenced by the headrest, which has been given a base coat of it. At this point, I have also added seat belts that I made from paper, with the buckles coming from Reheat.

The instrument panel has been added to the starboard fuselage half in photo **17** and the cockpit assembly is just sitting free prior to gluing everything together. Another view is offered in photo **18**. Obviously, detail painting is the key when finishing cockpits. At least it was busy enough for me at that stage. Two turtle decks are offered in the BFC-2 kit. One, being a little shallower is for the F-11C Hawk version while the higher one, visible in photo **19**, was to be used for the Navy version.

With everything buttoned up in photo **20**, it was time to get after other components. One thing I did notice throughout the project was that the Classic Airframes plastic did not lend itself well to Tenax 7R liquid cement. More than once, after gluing a part with that cement, it would fall off the next day. I thought perhaps an adverse chemical reaction was occurring, so I switched to another liquid glue I had on my bench and

the problem was solved.

Photo **21** shows two tailwheel assemblies. The one on the right is the kit-provided part while the one on the left came from my spares box and is much closer to the prototype tailwheel. After a bit of modification, I had a good, representative tailwheel assembly. Ah, the tail hook. On any given day, all of us modellers get a little ham-fisted and I am no exception. Rather than continuing, it is important to get away from the bench for a bit, do something else (wash the car, go to the grocery store) - anything to provide a break from the bench. On that day, while cleaning up the tail hook, I managed to break it as is evidenced in photo **22**.

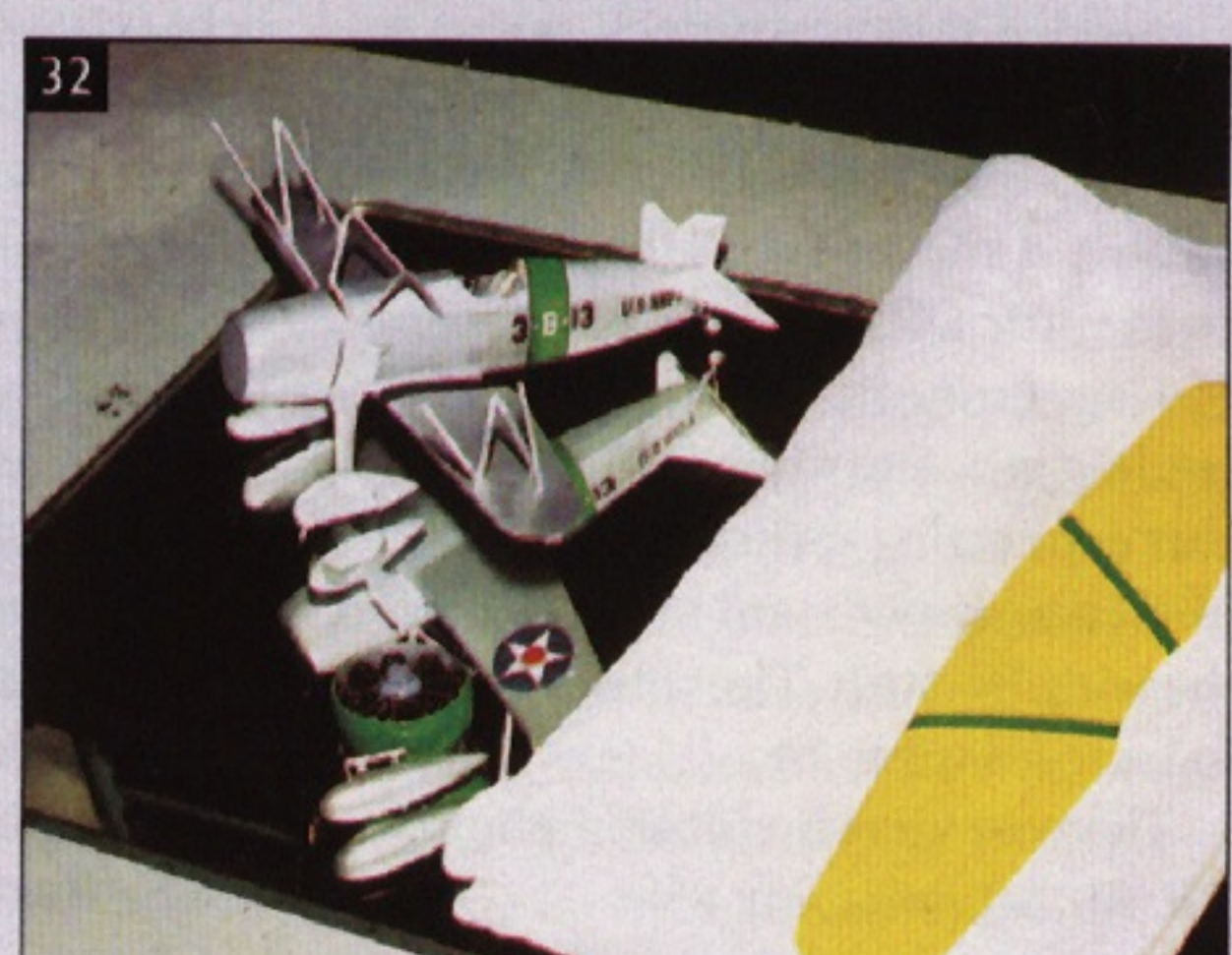
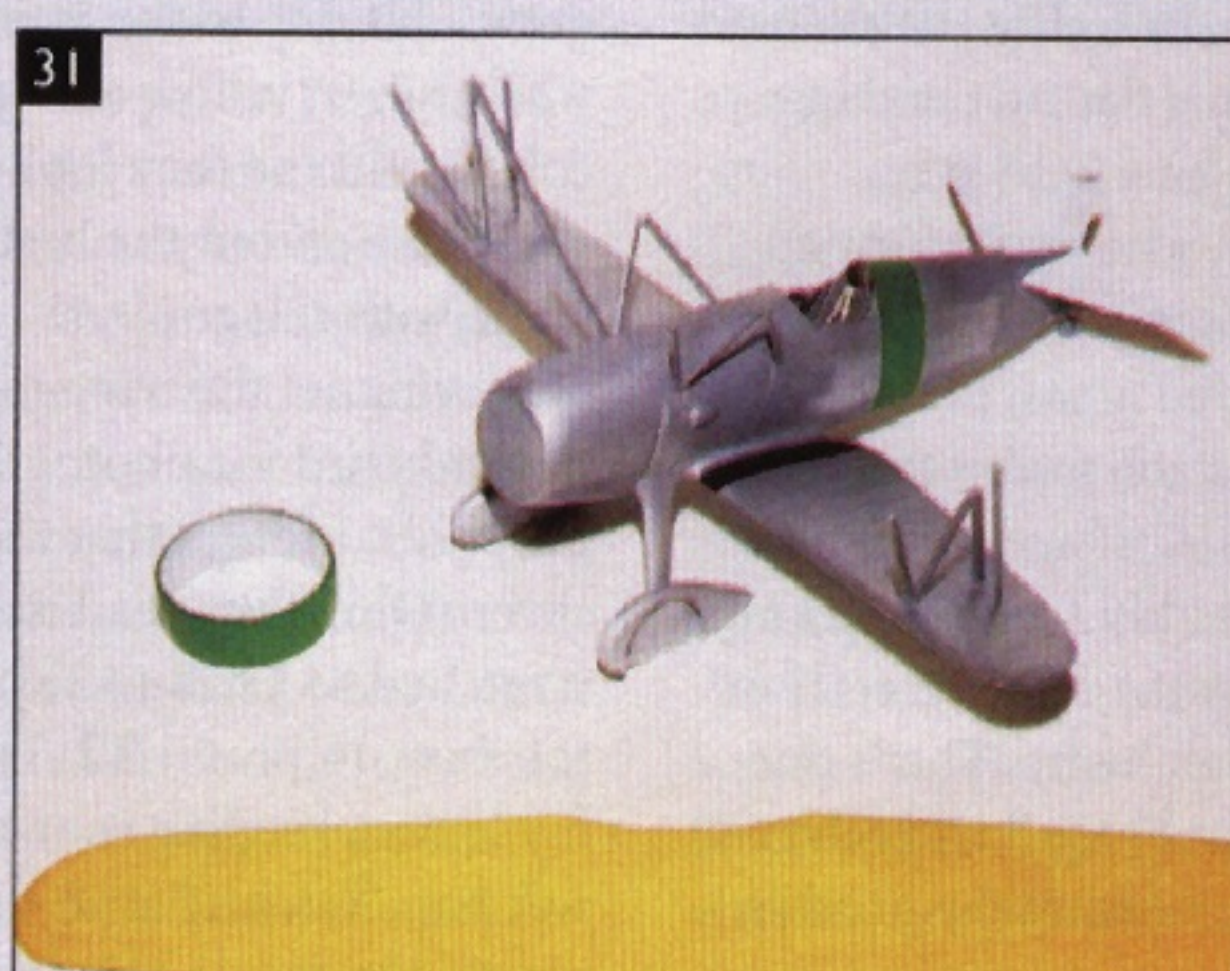
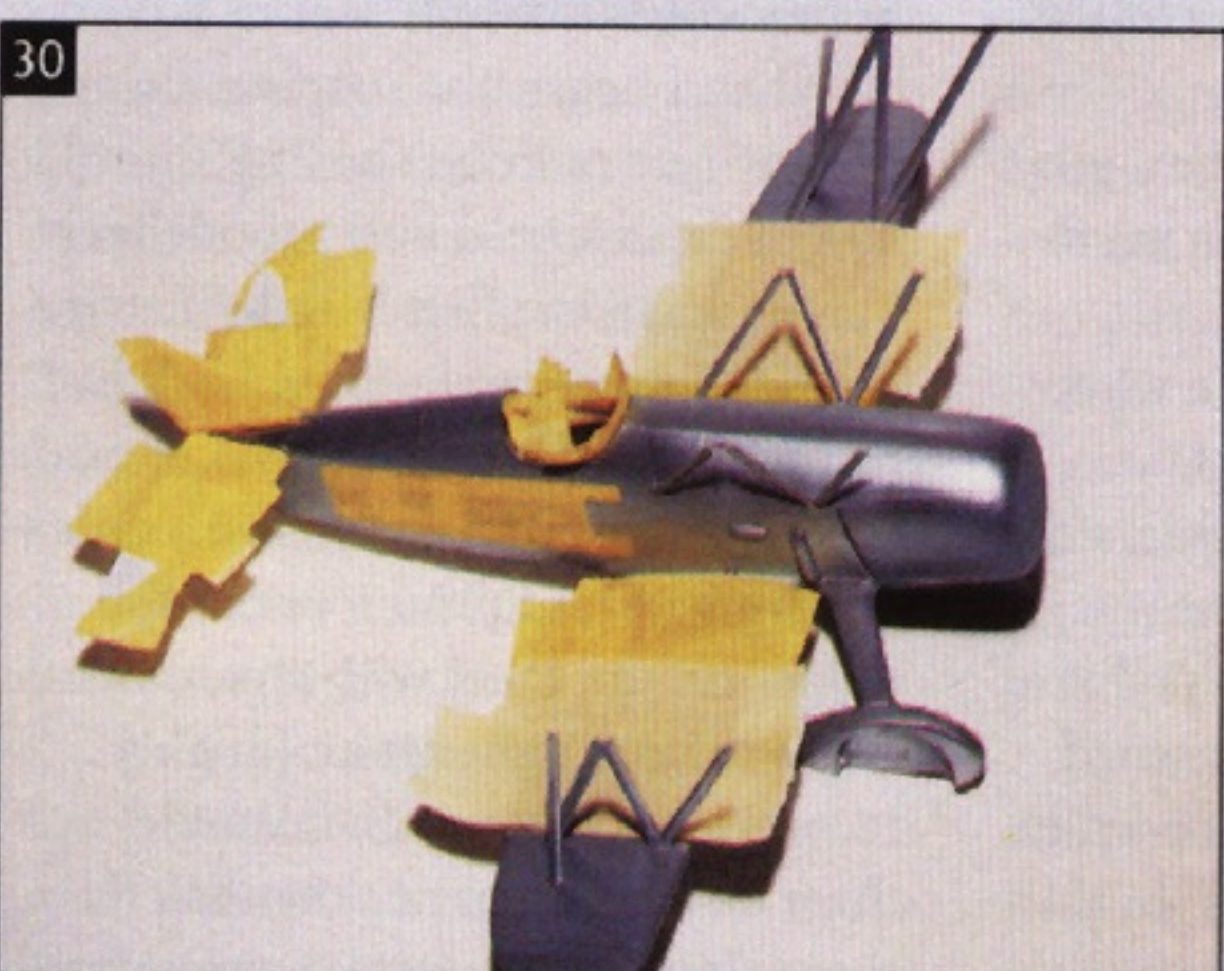
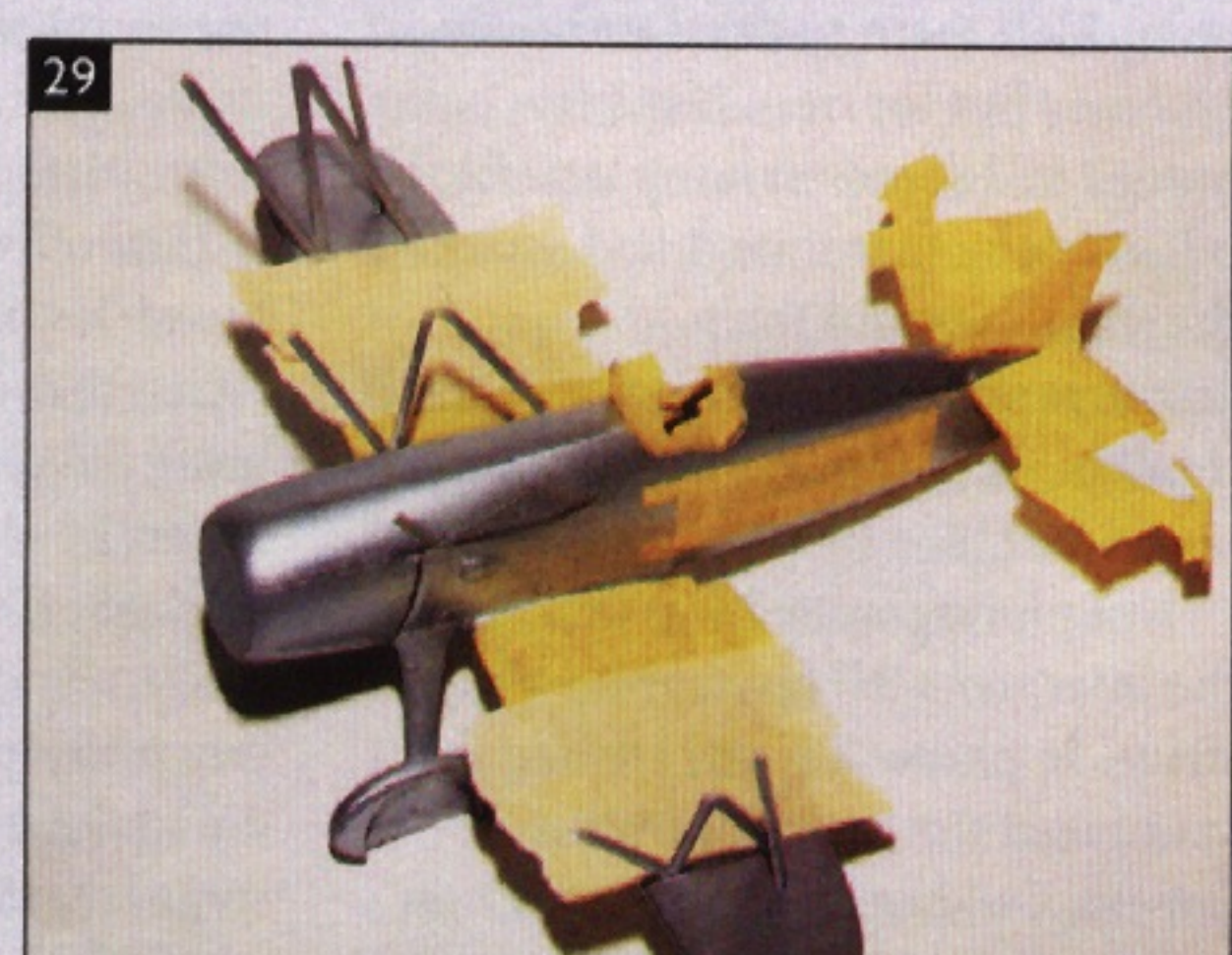
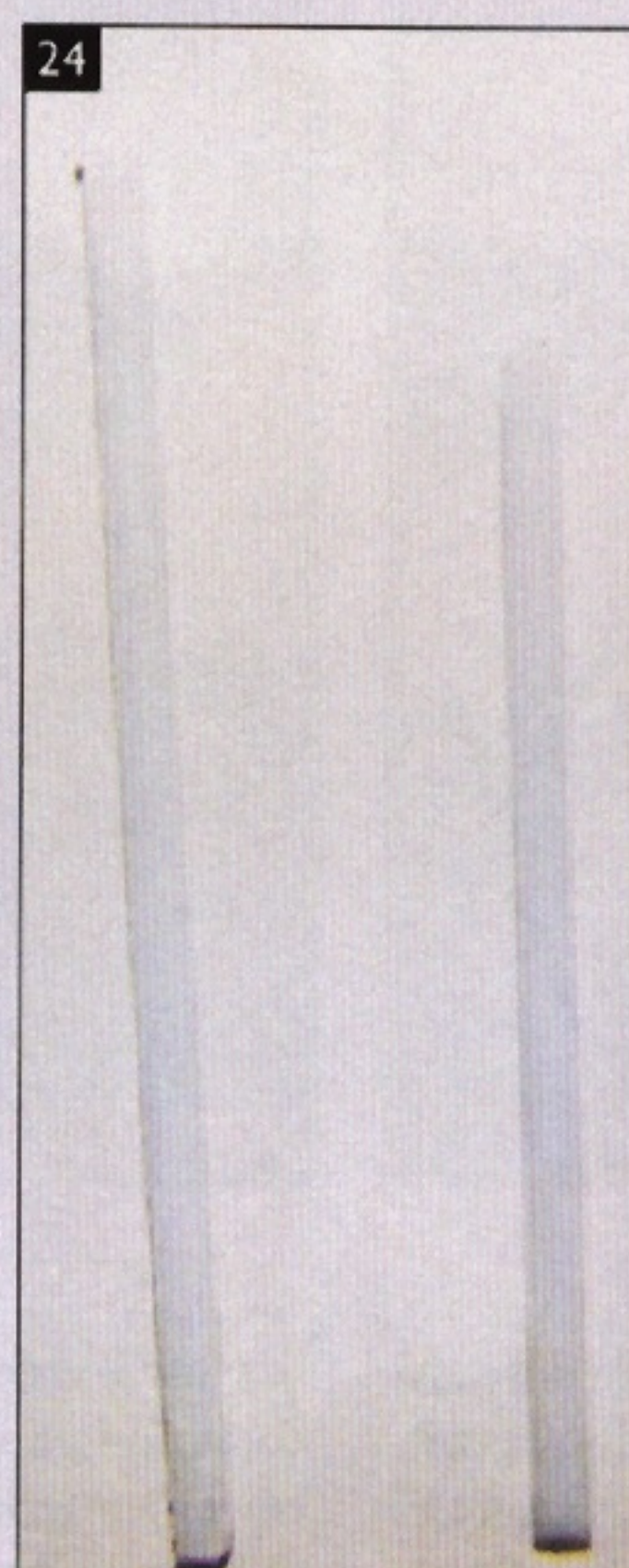
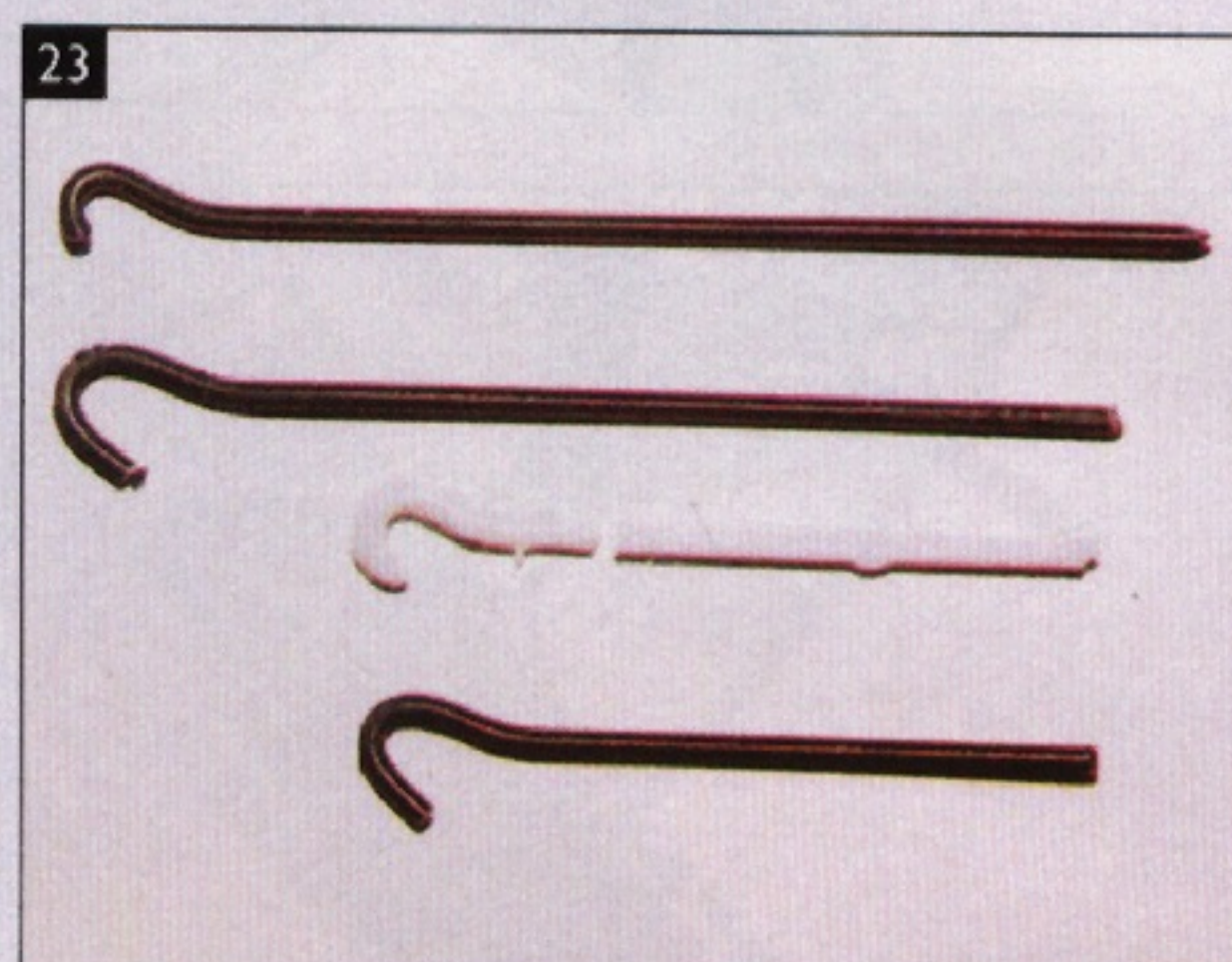
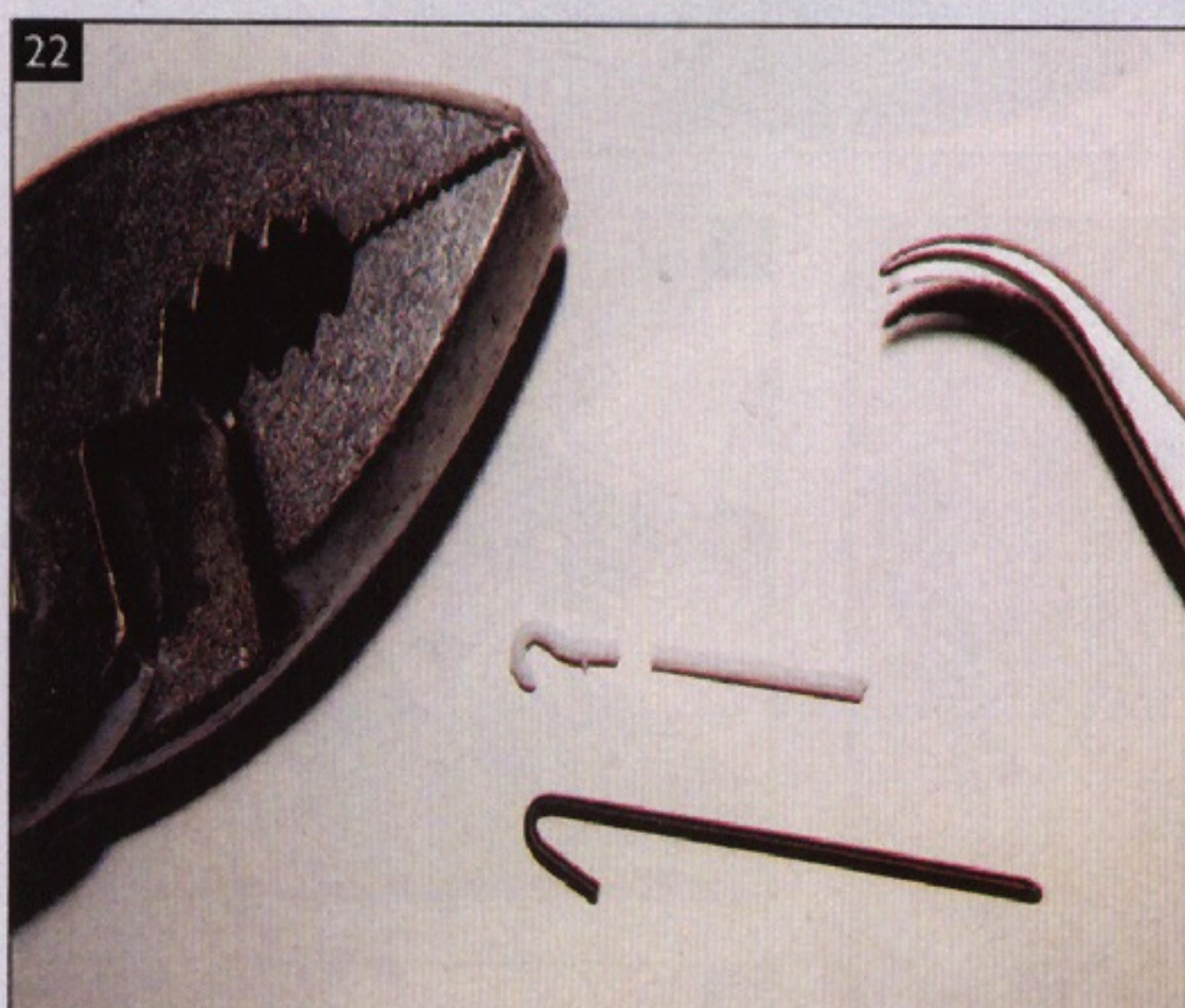
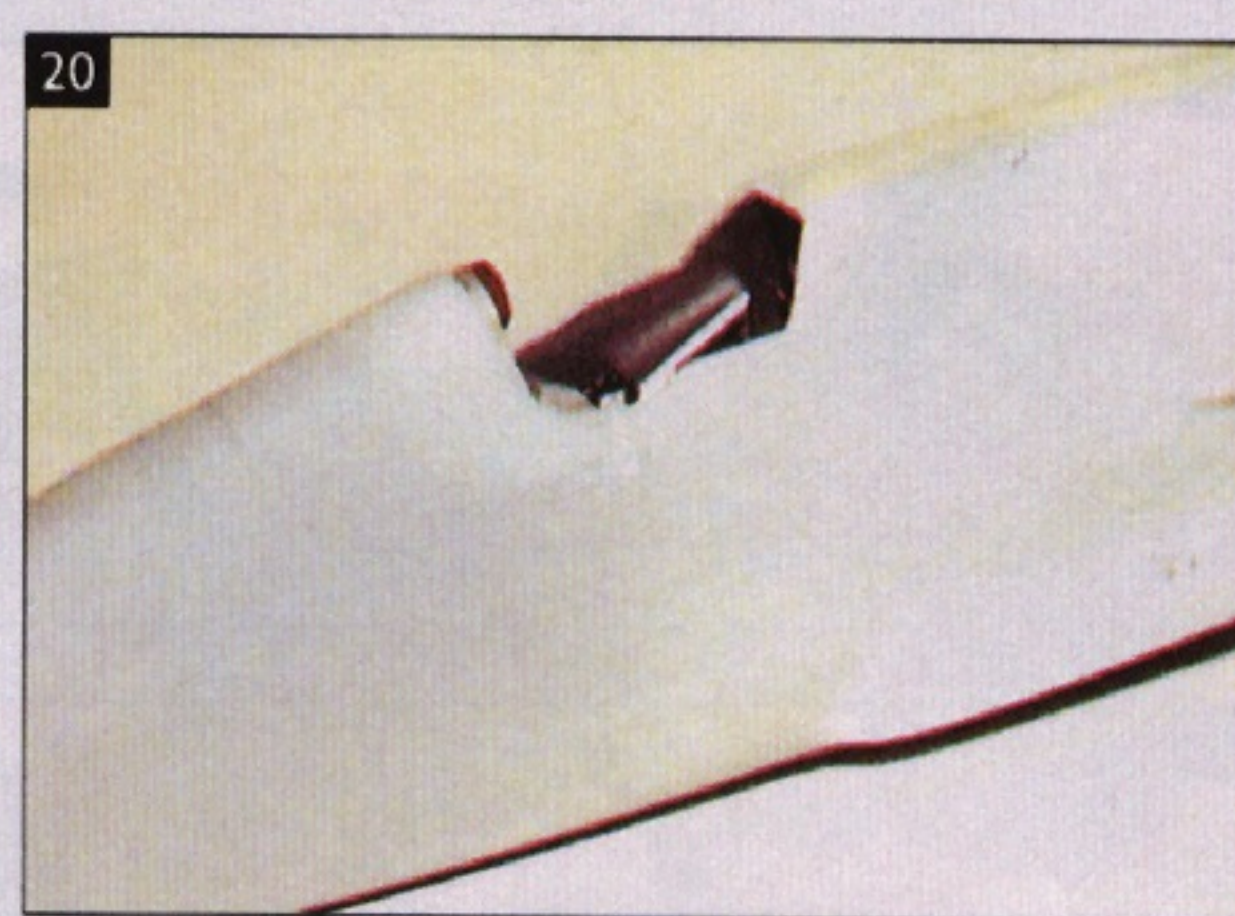
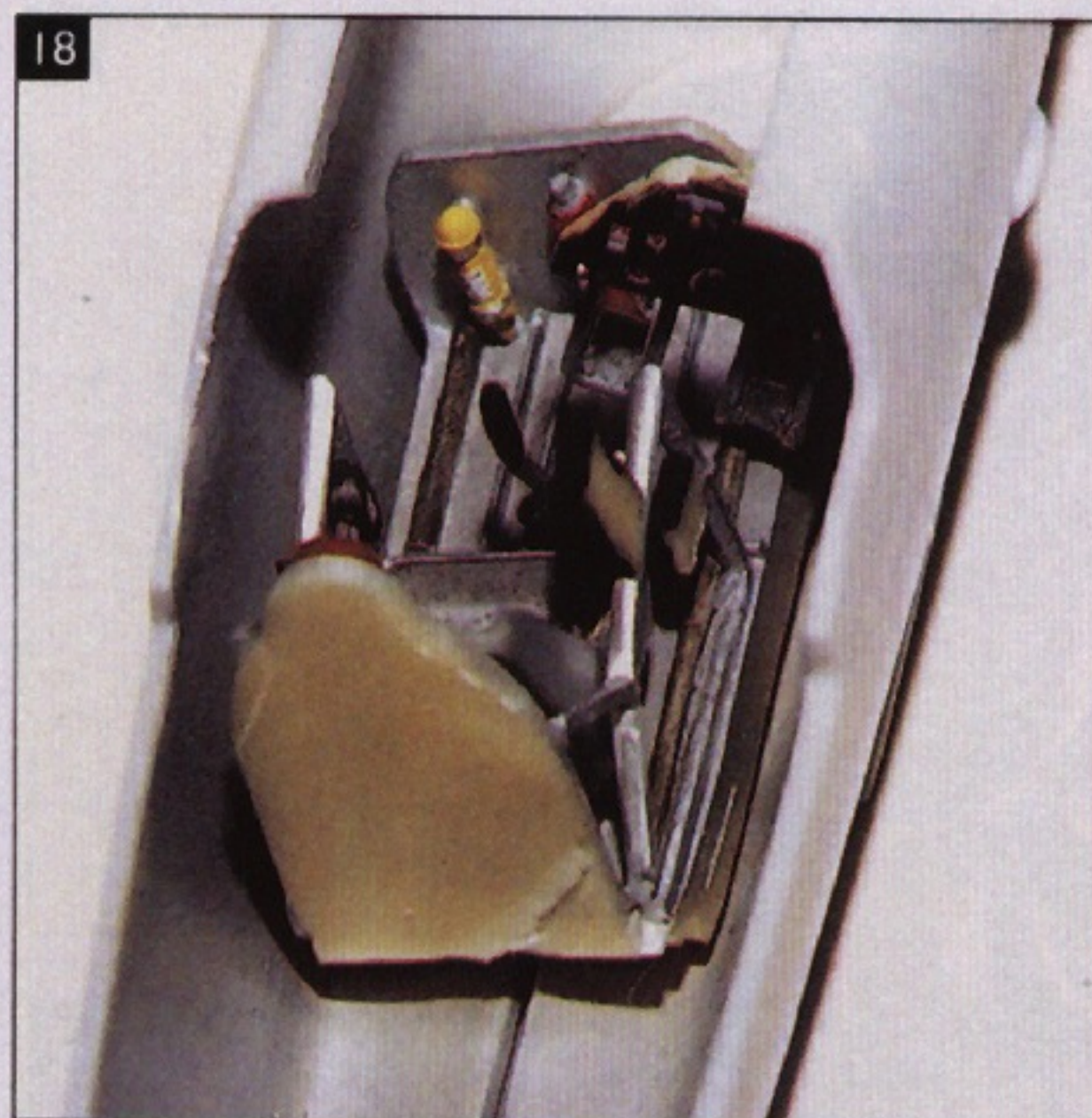
Following my own advice, I got away from the bench, did something else for awhile and then returned with the solution - florist's wire. It is the same diameter, is easily bendable and accepts paint well. The photo shows my method as does photo **23**. Experimenting with the bending process, I tried pliers and then my trusty tweezers and a combination of the two yielded the final product which is visible at the bottom of photo **23**. The original broken kit

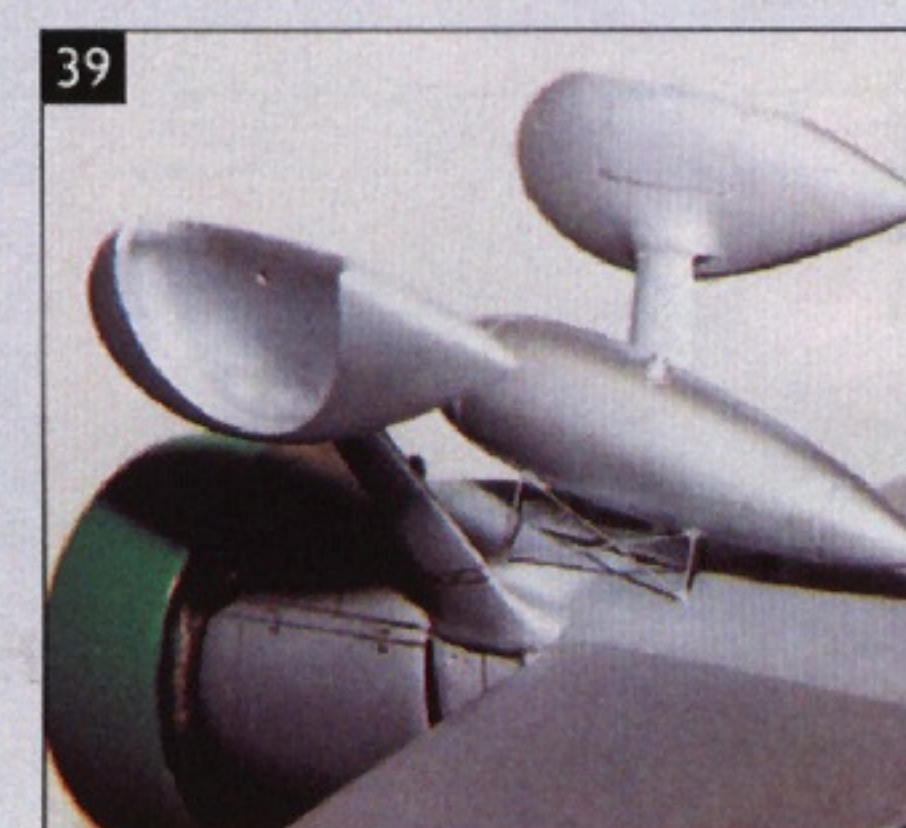
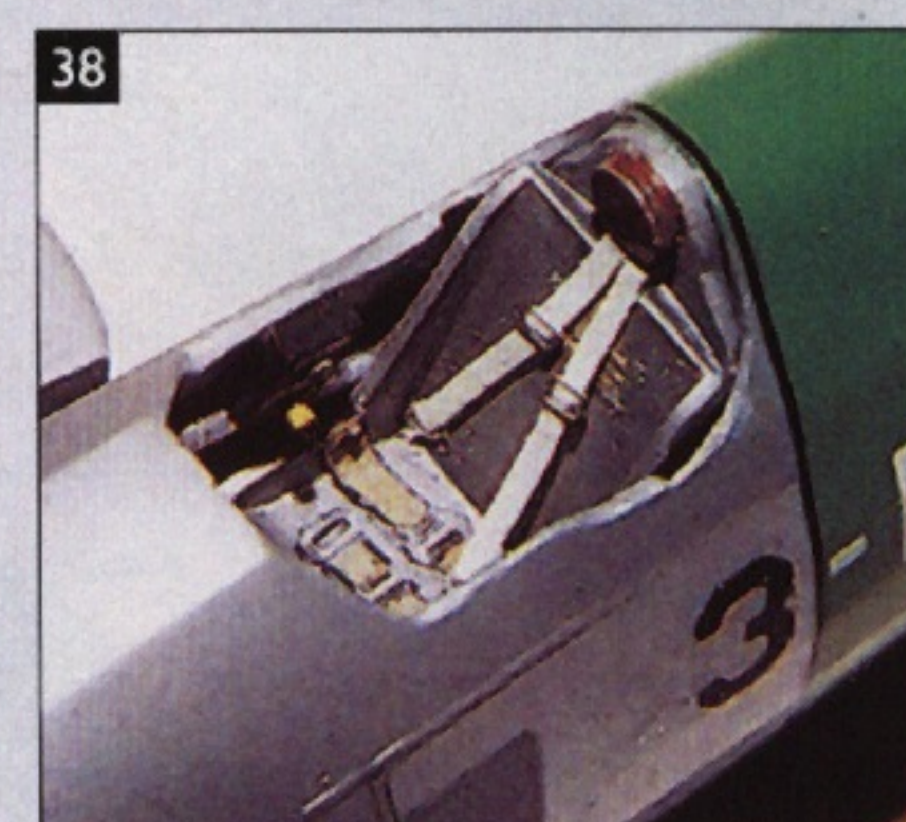
part is shown immediately above the finished piece in light grey. The two previous attempts are visible above the broken part. So three tries yielded me good results.

When I saw the parts in photo **24**, I knew I would have some problems with the wing strut joins as the two struts visible in the photo are supposed to be the same size! More on that later.

Photo **25** shows the basic shell of the model with lower wing, landing gear legs and wheel spats attached and filled. As I said earlier, having used Tenax 7R, and after attaching the landing gear legs, I found them to be quite weak and one actually fell off after sitting as in the photo for a day. There definitely is something different in the plastic as this was the first time that happened. Even after repeated applications of the liquid glue, pieces would eventually fall off. Between the liquid glue I had, super glue and white glue, the project became a lot easier to glue together.

Now the fun begins! In photo **26**, I've taped the top wing to my work pad. Quickly gluing the wing struts into the bottom wing, I inverted the assembly and immediately began





aligning the struts into the holes provided. Shortening a couple of the struts (see photo 24), I was able to at least align the wing 'N' struts. At that point I left them to dry. Obviously, no fancy jigs for me - just a few paint bottles and some masking tape fit the bill. Also, by that time, I had attached the stabilisers and their accompanying support struts. What I thought would be a tough job, turned out to be OK.

Not photographed was attaching the interplane 'N' fuselage-to-wing struts. In photo 27, after trying in vain to get the interplane struts to line up, I re-inverted the fuselage on to the wing in the home-made jig and added some strut stock, one at a time to get the correct alignment. The two forward portions of the 'N' struts are attached, as is the small resin vertical fairing on the starboard fuselage immediately behind the landing gear leg. Also visible is the rear connecting vertical strut immediately outboard of the rear of the wing 'N' strut. Those two also had to be trimmed to fit.

The port view is visible in photo 28. At that point, my wife commented that the model looked

like a plucked, dressed chicken, ready for roasting! Ah, they just don't get it, do they... well, maybe it does look like that after all. After adding the remaining rear fuselage interplane strut, I was ready to begin the paintwork.

First off was painting the tail white; I used Testor's Enamel Gloss White. When that was dry and masked off, using Floquil Old Silver, I airbrushed the entire model. After buffing it out, I masked off the fabric portions of the fuselage (photo 29), the tail and the innermost portions of the wings. After doing some research, I found that some sources indicated the remaining areas of the fuselage were painted with light grey when, in reality, the exposed areas were given a flat coat making them appear to be a light grey.

Interestingly, when I performed the very same thing, a flat coat over the metal-sprayed areas, they turned light grey as per the prototype! The starboard view is offered in photo 30. One can readily see the masking tape in place on the fuselage section to retain the high lustre. That's one nice thing about Floquil Old Silver, it can be masked, making the process much easier.

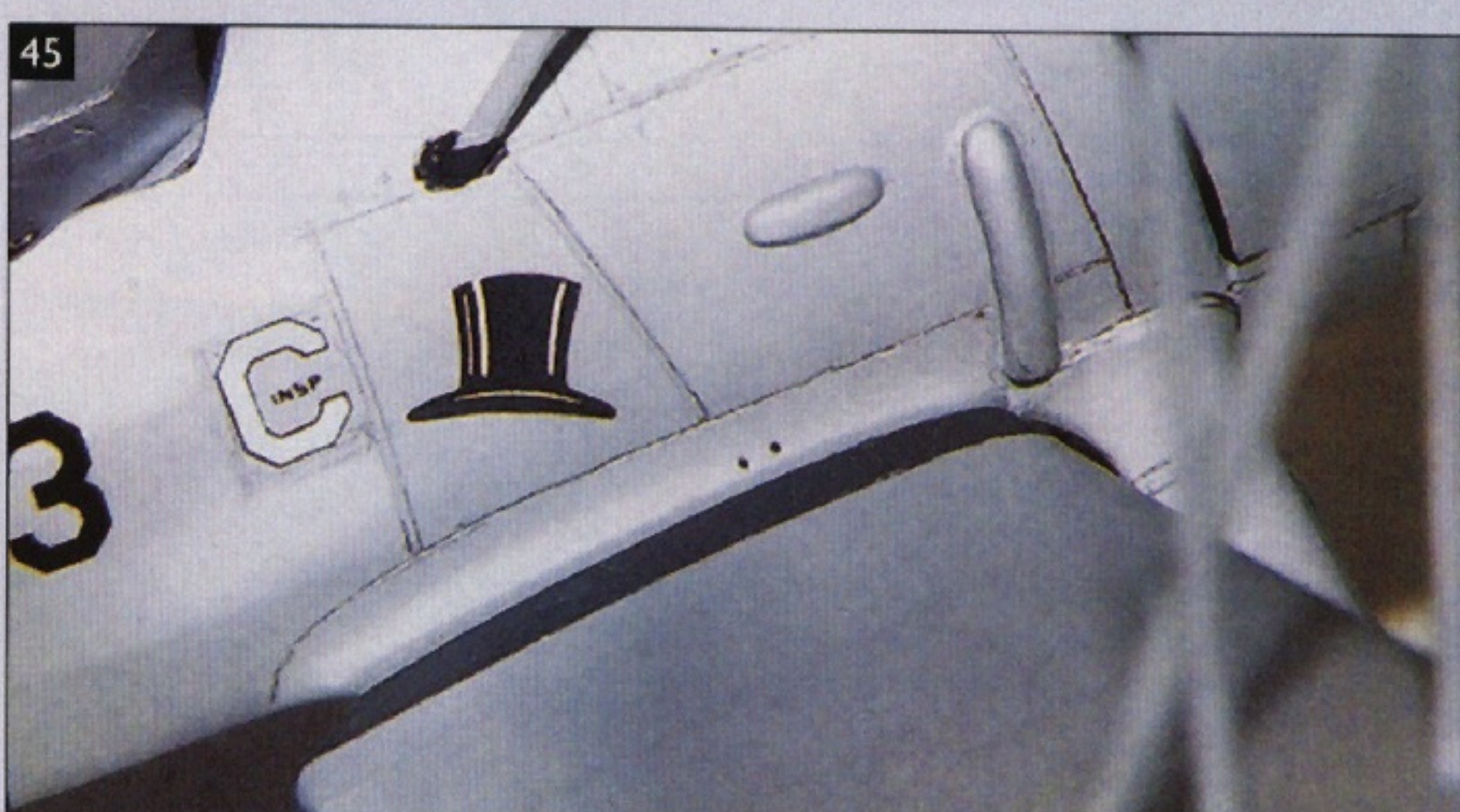
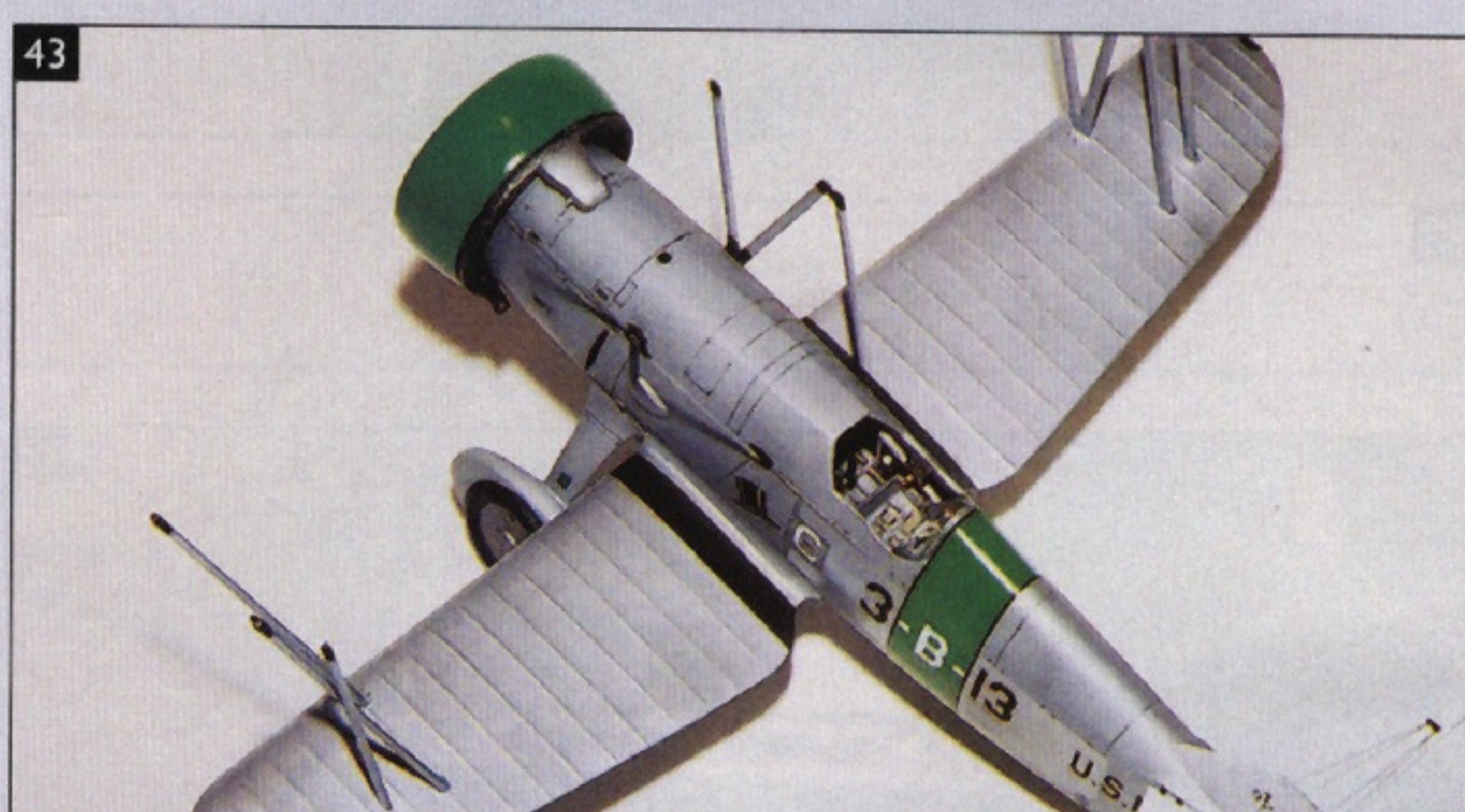
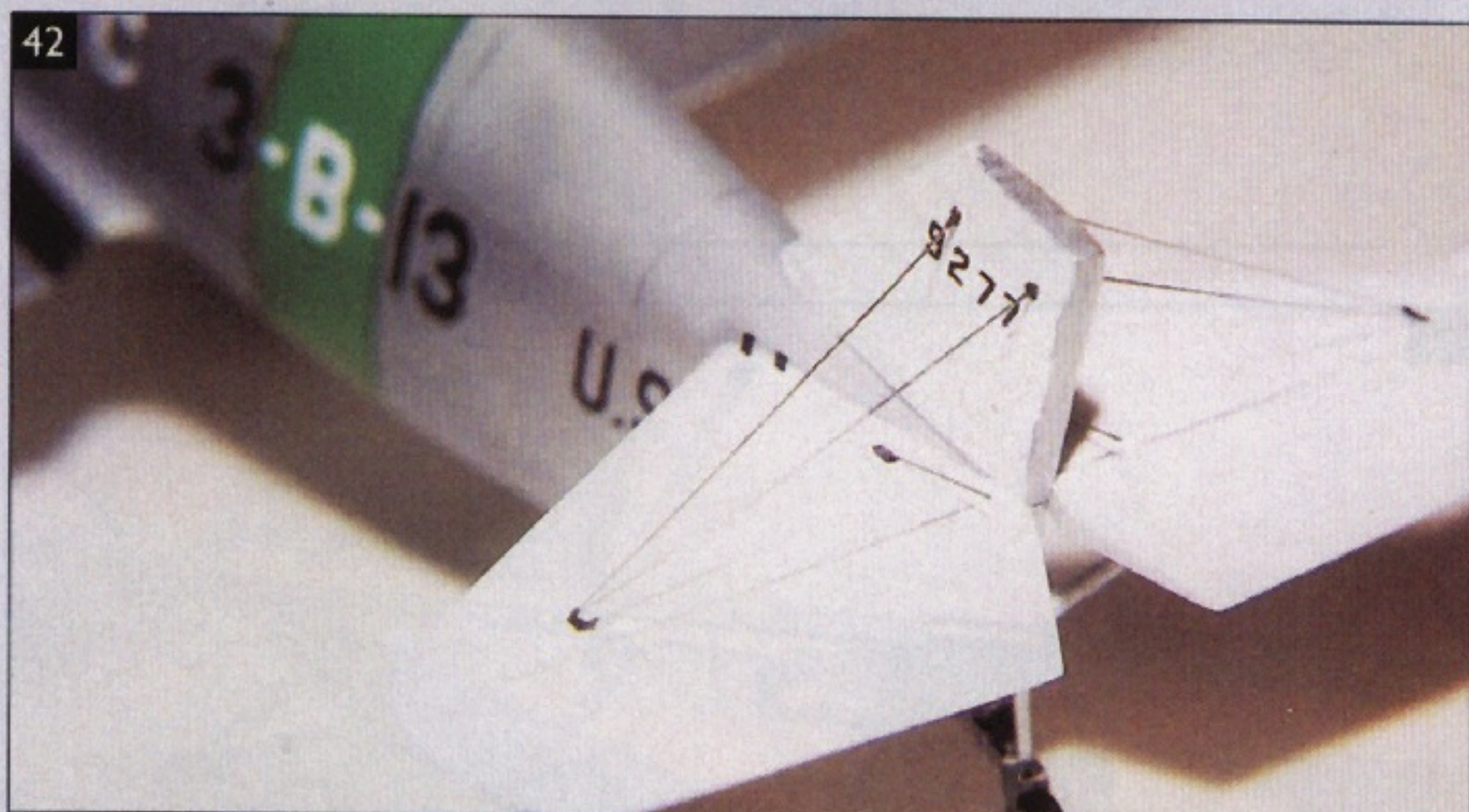
Now it was time to add some colour. In photo 31, I've sprayed the cowling interior with Old Silver, the outside has been sprayed with Model Master Willow Green as has the fuselage band, and the wing top surface has been sprayed Testor's Model Master Chrome Yellow. Perhaps not visible, but looking at the photo, the top of the wing appears to have two shades of yellow to it, no doubt either a photographic or developing aberration, as I can assure you that it's Chrome Yellow. One can also see the fabric area on the fuselage that remains shiny after the whole area was shot with Testor's Dullcoat. At that point, my personal excitement grew a bit due to the meshing of the white, silver, yellow and green colours. To me they look to be a good combination but the best was yet to come with this project!

Having set the wing on the white poster board for photographic purposes, I found that the underside silver (Old Silver) had become scratched so I had to airbrush a bit of touchup. In photo 32, I've learned my lesson, keeping it on a nice white, soft handkerchief at all times! In this photo, I've begun the decaling

process, having added the 'U.S. Navy' to the rear fuselage and the code, 3-B-13 ahead of that. I also have the 'BFC-2' designation on the fin as well as having masked and airbrushed the Willow Green wing stripes.

Back to the engine in photo 33, with the painted cowling permanently attached to the engine. Amazing what a little wire and colour will do! In photo 34, I have added the national insignia to the wing top in addition to the tiny black piping, edging the wing stripe, and also the number 13. I have also brought out the ailerons with a number 2B artist's pencil that was run along the lines. That made them stand out as separate parts from the entire upper wing.

When I began the striping, using a Micro Scale railroad striping sheet I have, I experienced every modeller's horror when the first length of stripe cracked into several pieces. Luckily, I had purchased a bottle of Micro Scale Liquid Decal Film earlier and a quick brushing of that product onto the stripes on the sheet with a paintbrush made them alright again. I highly recommend that product should there be any doubt of potential shattering occurring on a given decal



sheet. A gentleman by the name of Lynn Ritger was kind enough to email me a photograph of an actual aircraft from the same squadron which revealed a variety of details in addition to the placement of the wing stripe and in photo **35** one can see some of those details.

Most of the decaling had been completed at this point in the project, however I would find many additional items to add. Of notice is more of the black striping that I used to outline the raised rectangular panels on the wing top. The small box immediately forward of the number 13 has also been outlined, twice, with the black pin striping - a square within a square, if you will. A small data placard was added courtesy of Reheat. The two different lengths of black decal at the wing trailing edge were added as per the emailed photo. Each also received a placard. Given that the handholds were directly under the black panels, I again used the 2B artist's pencil in their engraved lines to highlight them.

The wing navigation lights have also been attached at this point. A small placard has been added to each landing gear leg immediately above

the wheel pant. Rather than having a sloppy mess upon attaching the top wing, I elected to paint the attachment areas immediately adjacent to the struts with flat black. I knew I would be adding filler using white glue not only to increase attachment strength but also to add length to a couple of struts I knew would be too short. My earlier trial fitting had revealed that. This would be the hairy part of the whole build.

After painting the areas with an oval of black, I felt better. Ever been there? Photo **36** gives the port view of the painted 'chicken' as my wife kept referring to it! I applied panel lines on the fuselage with the same 2B artist's pencil, using Tamiya masking tape as a guide. I had to be extremely careful around the interplane struts but managed to complete the job. I have always felt that giving some indication of panel lines adds greatly to a model and I have found after much experimentation that the artist's pencil seems to work the best.

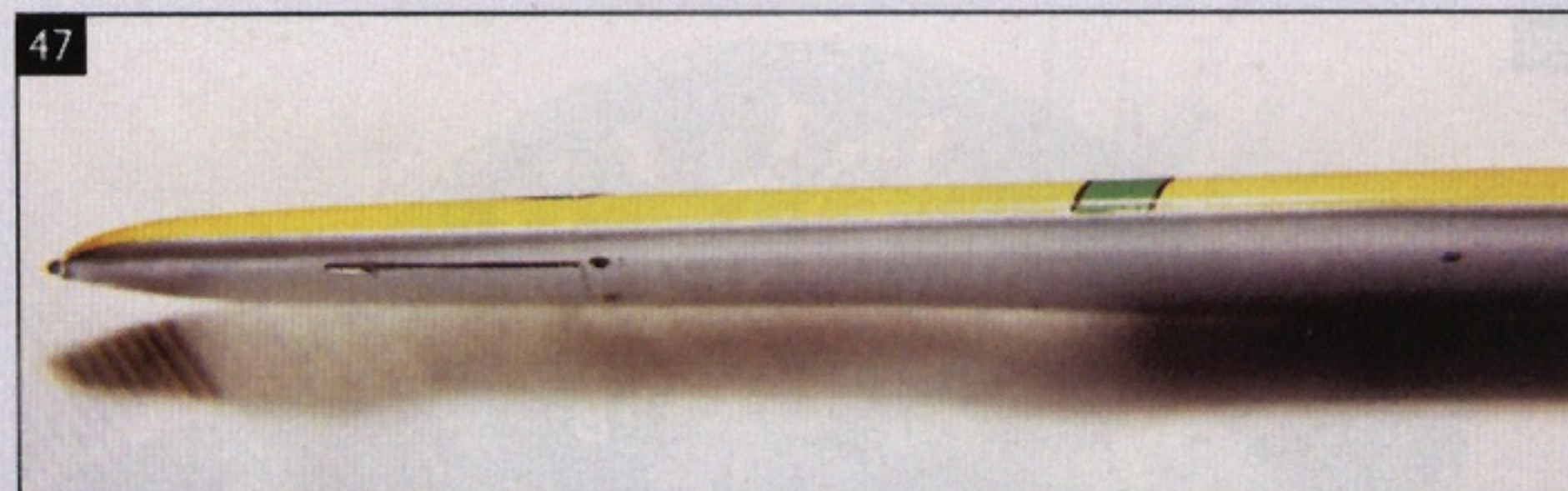
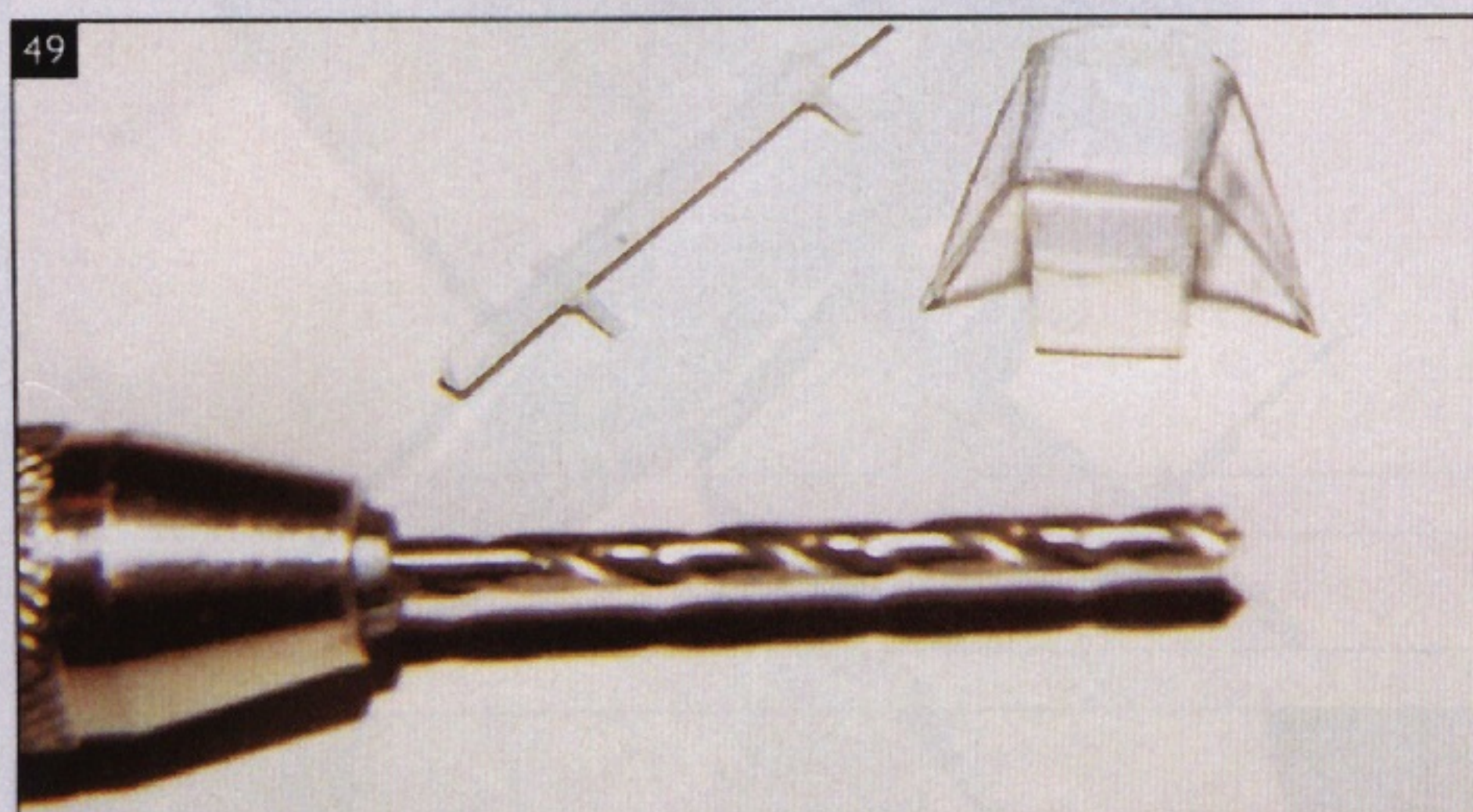
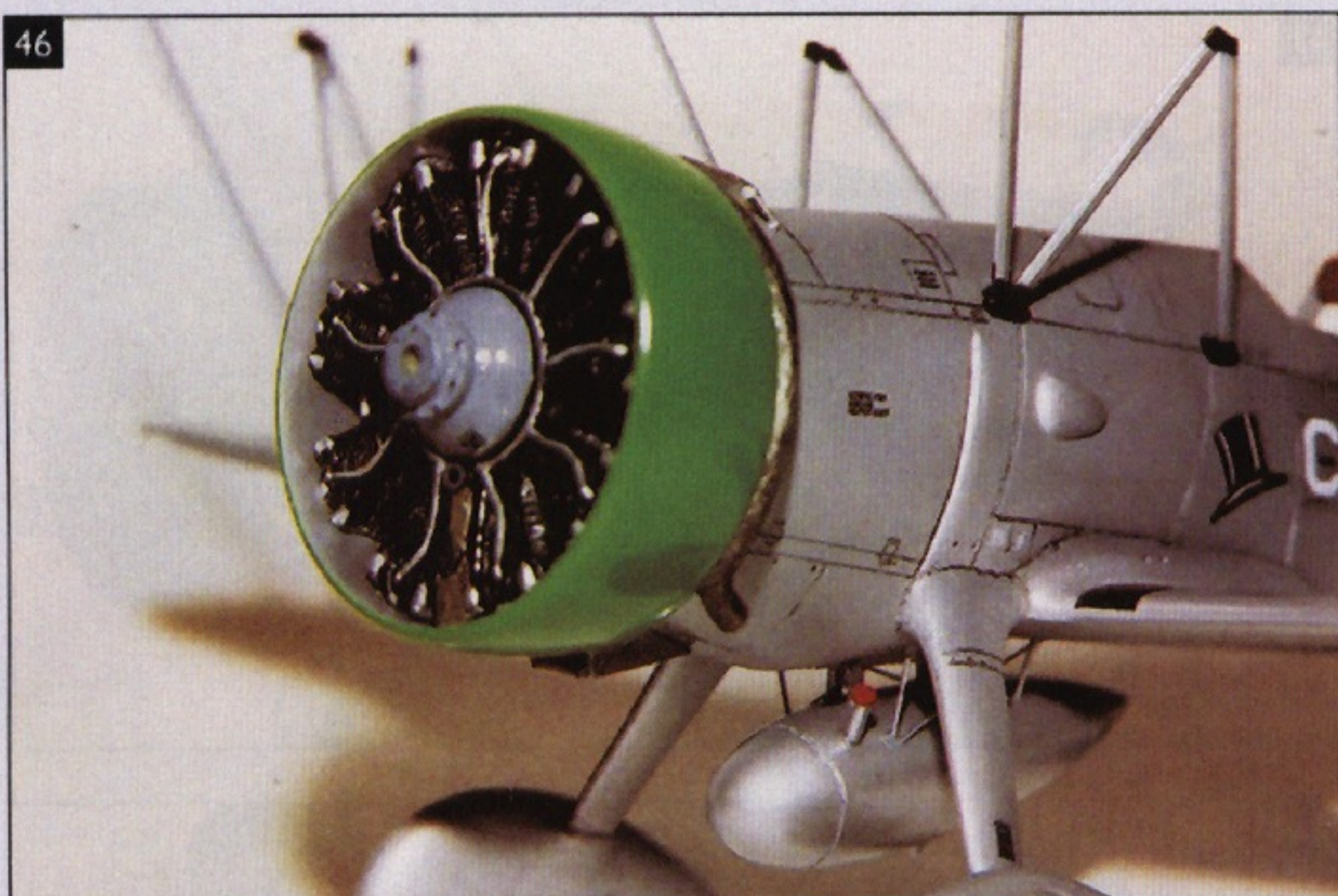
Granted, it is a bit tedious, but the end result far outweighs the effort. Keeping a sharp point on the pencil is the key to good panel lines. While

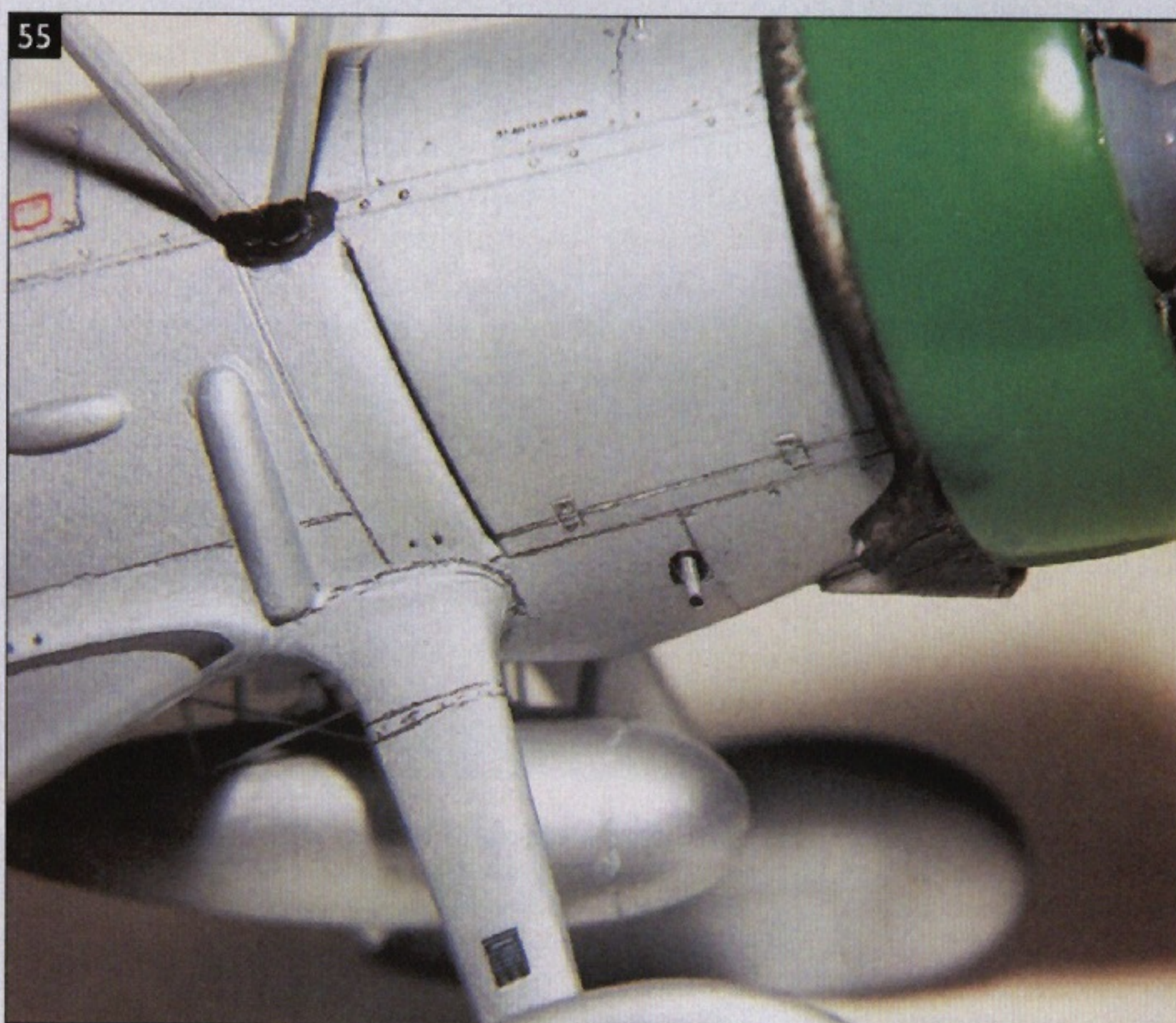
searching for a medium to use for the overall rigging, a friend of mine put me on to .006 wire that is available through Great Models Web Store. A call to them yielded a packet of the wire a few days later. It was perfect! I appreciate my modelling friends and this fraternity of ours. It's a two-way street and I enjoy helping others with information I might have as do I appreciate them helping me as needed. In this case, with the very fine wire, the project continued. I had thought of using stretched sprue but as the flying wires are in pairs, I really wondered just how I would get two lengths of sprue, maybe 1/16th of an inch apart, to stretch at the same time and tension. Also there was the possibility that I could not get all the 'wire' sprue the same diameter, so the wire was a godsend. I also added a few small stencils at this point. A small 'Lift Here' was added just below the 'U' of the U.S. Navy on the rear fuselage. There is also a small informational stencil on the side of the forward fuselage, and another in the middle of the 'C' below the cockpit. An intake is visible directly behind the cowl on the upper fuselage.

Detail photos indicated two braces, one on each side, that I replicated from stretched sprue. In addition, small travel area patches are visible between the stabiliser and fuselage. I simply added those, top and bottom from black decal stripe. Those black short sections denoted the stabiliser trim travel limits. One can see a small 'bump' protruding from the port outer stabiliser. I added that on each side as the BFC-2 had small white running lights in those positions. I would later place a drop of Krystal Kleer to simulate the lenses.

Photo **37** shows the Reheat shoulder belts I made. Although a bit tedious, the end result is worth the effort, and in photo **38**, I've painted and mounted them on the rear upright portion of the seat.

As per a build reference I had, it was indicated that the under fuselage had to be altered with a depression so as to accommodate the belly tank. In photo **39**, a portion of that depression can be seen as well as the pylon, sway braces and support wires. It was a complicated little affair to build with the hardest part being adding both the braces and wires. From photographs, I gleaned there





were two small black half-circles on the wing tips. Cutting out a circle from black decal stock, I added them by simply applying each decal to the wingtip, dead centre and waiting for the Micro Sol to pull each side down, photo **40**.

After painting the tyres and hubs, I simulated the four connection bolt heads on the hubs with a dab of black paint, using the tip of a pointed toothpick. Other details I found on photos were the pairs of rivets which ran from the first panel forward of the tail on the upper fuselage, to just ahead of the cockpit. The rivets then resumed, with three pairs from just forward of the interplane strut to just behind the exhaust collector ring.

Having a Micro Scale sheet for an A-7D Corsair in 1/72nd scale with various rivet decals on it, I was able to add them which helped make the finish more interesting. Also note the extended filler cap I made for the belly tank and the red cap, all made from two different diameters of plastic rod. The starboard side view is offered in photo **41**, much the same as the port side with the difference being the small red stencil decal right under the middle 'N' inter plane strut

and the small engine breather pipe on the lower cowling. That will be discussed later.

The elevator actuator arms are visible in photo **42**. After the elevators were attached and dry, I added them from the same .006 rigging wire. The tailwheel from the spares box is also visible. I added small lengths of wire from the tailwheel strut to the fuselage to act as steering mechanisms.

In photo **43**, one can see an overhead shot of the model. Most of the aircraft is fabric covered, with sections of the fuselage in metal. Hence, most of the model has the shiny finish that Floquil Old Silver provides. Photo **44** shows the pairs of rivets I added with decal as well as some of the panel lines. With photo **45**, one can see the two pre-drilled holes at the base of the fuselage, which would later accept the flying wires. I've also added the black wing walk decals, and, in photo 46 one has a good view of the extended fuel filler pipe for the belly tank. On the BFC-2, the belly tank cants down from back to front. I used a combination of Floquil Antique Bronze and Model Master Steel for the exhaust collector

ring. Additional panel lines are also visible, as is a portion of the intake immediately behind the cowl ring on the lower fuselage. Both upper and lower intakes were provided in resin.

Should you build this kit, take great care when removing the intakes from their resin runners. I also had to gently provide some curvature to the backs of the intakes to conform to the curvature of the fuselage, a simple thing to do with an oval file. The wing has been dealt with in photo **47**. Check your references closely as some aircraft had the yellow wrapped around the front of the wing whereas this particular aircraft had the yellow only extending to the wing centre leading edge. That is shown as well as the ending of the green wing stripe.

As of that point, the rudder had not been attached, and is just visible in the bottom of the photo. A shot of the finished wing and rudder is provided in photo **48**. That was taken just before I attached it to the fuselage. The process of attaching the gunsight is begun with photo **49**. The gunsight itself is nicely detailed as it comes in the kit, with the two necessary mounting pins as per the real aircraft. All that was needed was a

little work with a file and sandpaper. On the BFC-2, the gunsight protrudes through the windscreen. Therefore, after painting the frames silver, and using a small block of plastic, I carefully drilled a hole in the windscreen to accept the gunsight. It was quite difficult to determine just where the hole should be drilled. I ended up tack-gluing the windscreen in place with white glue and then marked the area for drilling. In photo **50**, I've drilled out both ends of the gunsight prior to painting it. After painting the holes flat black, I added a couple of small drops of Tamiya Smoke to act as gunsight lenses.

As luck would have it, the hole in the windscreen was not quite lined up. Using one of my reamers, I was able to gently increase the diameter to finally accept the gunsight. How I did it is visible in photo **51**. A major jump ahead is evident in photo **52** with the top wing having been attached and the rigging having been completed. Having laid the model upside down on the top wing again, it was just a matter of gluing the struts in place one by one.

However, I'm getting ahead of myself, as a couple of the following



photos will show the model in an earlier stage. As will be seen in later photos, the photography gremlins have been at work again with the starboard interplane forward strut in this photo appearing to be vertical when, in actuality, it slants forward! Photography is all a matter of proper angles and in this case, I was bitten by an improper photographic angle!

Photo 53 gives an overhead shot of the model. Note that the rudder has now been attached and canted to port, as is the tailwheel. The top wing finish with its bands, number and national insignia really brought the model to life. Another view from the left side is given in photo 54. In photo 55, the small breather mentioned earlier is visible.

To make that add-on, I first drilled a hole just deep enough to make an indentation. I then used a smaller diameter drill and carefully drilled a smaller hole in the middle of the larger one. I gave the larger diameter hole a coat of flat black and then glued in the smaller 'pipe' which had been painted silver with the exposed end being cut on a 45° angle. The connection point for the interplane strut is also visible. I later made the black area oval with careful touchup. Note also the holes I drilled immediately over the landing gear leg and further back at the base of the fuselage-to-wing connection point.

In photo 56, the model is complete. I was apprehensive about rigging this model due to the complexity of all the flying wires that would have to be added. I rigged the wires between the interplane struts first, as they would be relatively out of the way when I commenced on the wings. There really was no way to measure exact distances between wings or wings to fuselage. Coupled with that I had a difficult time trying to find something that would cut the length of wire clean. After a few attempts with side cutters, I came up with the idea of using a fingernail clipper. That worked well. Cutting rough lengths, one at a time, I was

able to get one where I wanted it and by test-fitting it, I determined that another could be made to the exact length of the first, as they were paired.

Eventually, over the course of a couple of days, everything fit in place. I made tensioners from thin diameter plastic rod. Each forward set of wires has two small ones with the main one resting at the 'X' meeting point halfway between the wings. I used white glue around their mounting holes initially and secured each one with a very small drop of super glue. The tensioners were attached to their respective locations with just a small dab of white glue. I have a packet of brass strut stock that is called 'Struz'. In that packet, I was able to find a small airfoil strut that

one of the two-paired wires decided to bulge so a very small cut was made at the end and it was reattached. Also visible in this photo is the tail hook that has been glued in place. The canopy is in place in photo 58. The most difficult part was to make the slightly rounded, indented front portion of the partial canopy. A half-round file made that task a bit easier. A 3/4 rear view is seen in photo 59. The tensioners are highly visible and one can just see the vertical antenna wire running from the horizontal overhead wire to the fuselage side. The starboard navigation light on the wingtip is seen in photo

appropriate length for the vertical antenna wire, first gluing it to the existing wire and then to the little insulator I made for the right side of the fuselage. When the white glue had dried, I very carefully applied the heat source within proximity, as I did not want the vertical wire pulling down the horizontal wire. When that was done, I added white glue to the junction and subsequently painted it white. Floquil



Platinum Mist was run over all the fishing line to complete the process. The last photo, photo 62, completes the model.

Conclusion

Overall, this build was somewhat of a chore as it had been awhile since I had built a biplane, as I said initially. The Classic Airframes kit is not for the beginner, however careful pre-planning will yield a very good result. The basic components are there to complete a very nice model. Time and patience are also needed to complete the model. I commend Classic Airframes for issuing their line of 'between the wars' fighters. They are indeed buildable and quite attractive with their colourful schemes. More than once I asked myself how I got into this project but as things progressed, the rationale appeared and overall it was a lot of fun - but then, isn't that what modelling is all about? I hope you like the model! Good Modelling to you.

Frank T. Cuden

would serve as my upper wing antenna mast. It is visible on the top wing and from photos, appears to be about 18 inches high. Gluing that part to the top of the wing was quite easy. I used ordinary white glue to set it, following up with super glue to entrench it firmly in place. With the propeller in place, the model came to life.

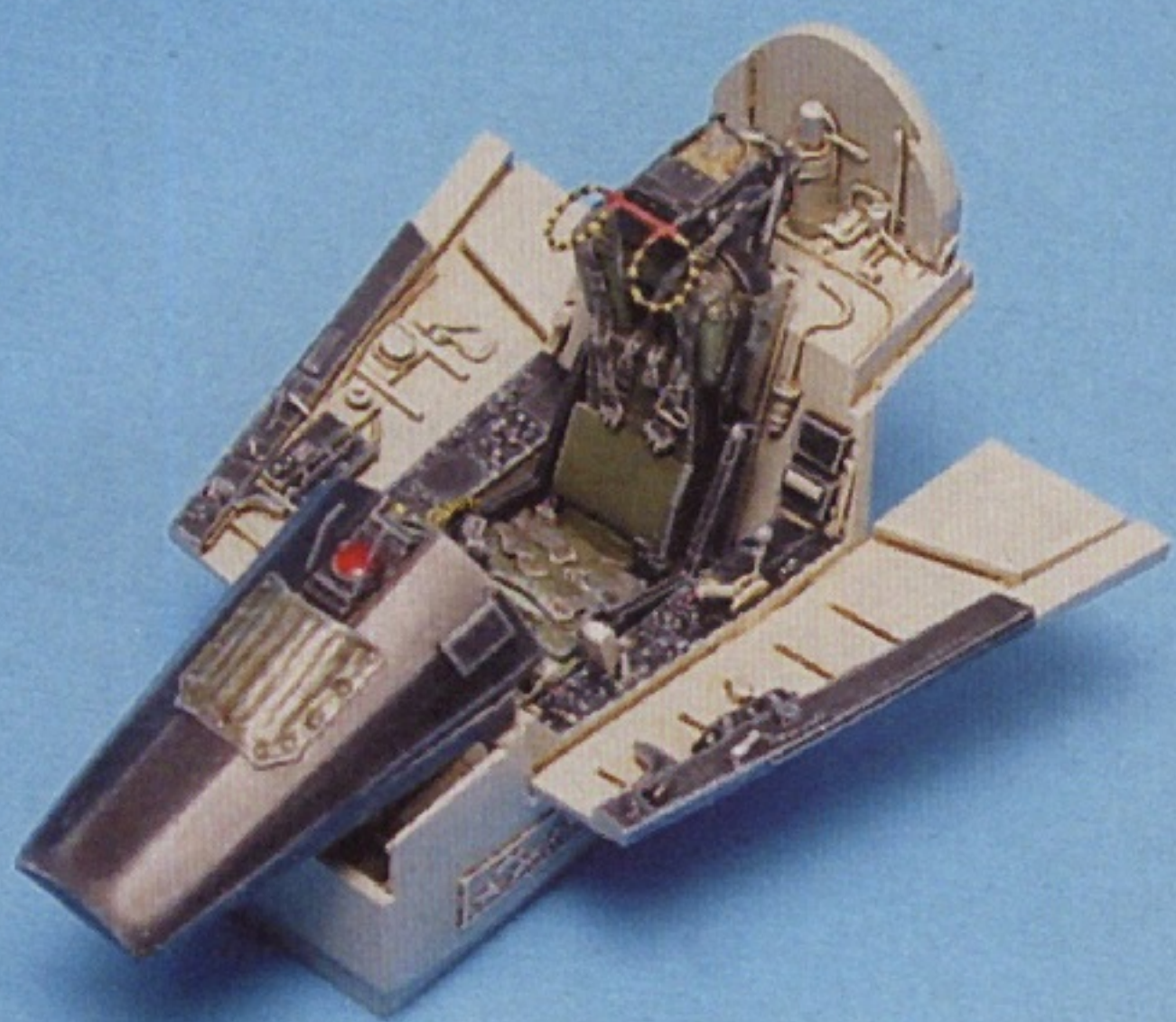
Photo 57 shows the underside, and if one looks closely, there is a noticeable separation between the two flying wires visible on the starboard wing. For some reason,

60.

Even when photographing the model at this point, I still, in a way, wished there were more to do to it. Adding detail is a fun part of modelling and I simply ran out of things to add to the model! The antenna is completely visible in photo 61. I did make a small post for the rudder-top as per the prototype. Very thin nylon fishing line was used for the antenna itself. I first mounted the horizontal wire and stretched it with a heat source. White glue was used to attach it initially. I then cut an

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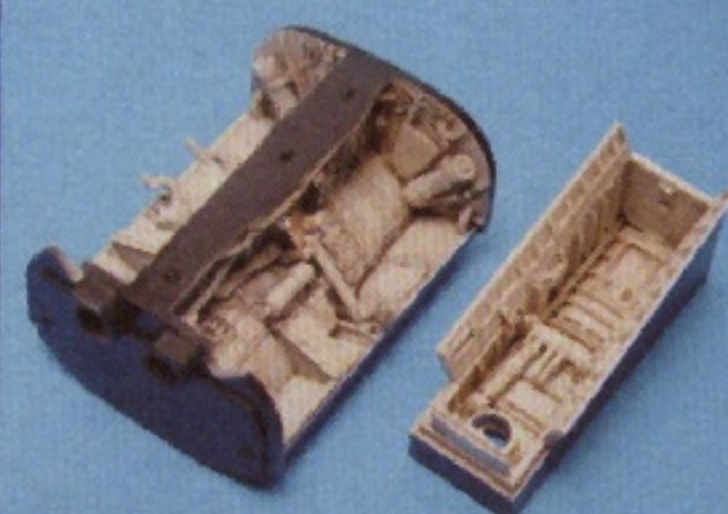
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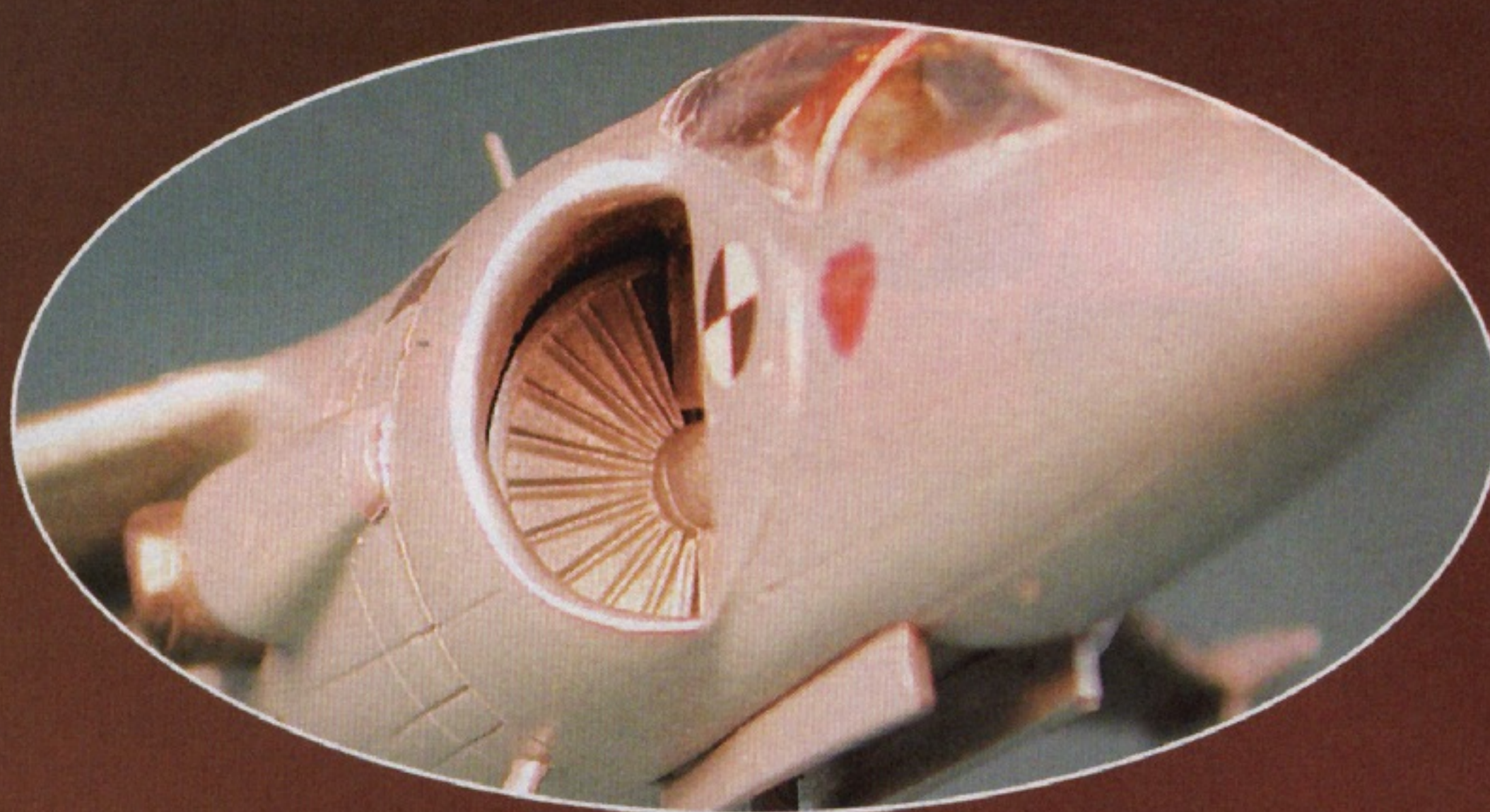
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Sire of the Harrier

The Hawker P.1127

by Angus McDonald

My birthday was drawing ever nearer, and my partner was bemoaning the fact that I still wouldn't tell her what I wanted as a present. As luck would have it, there we were in Aldershot nosing around a discount toy shop (one does these things when one has children) when I spied some Airfix kits - a rare occurrence these days. In amongst these boxes were some Hawker P.1127s. Memories flooded back of Series 1 bagged kits hanging on rails in good old Woolworths, way back when. Problem solved, I told my partner, get me one of those, oh and one of those, and errm one of those...

So keen was I to build the P.1127, I committed the heinous crime of opening and working on the kit before my actual birthday. Bad move, chaps! Think, 'Apocalypse Now'. Think, Armageddon. Even if you know what you are getting, you were there at the time of purchase, handing said article over to the checkout lady, and carried it home clutched to one's chest, I'm afraid one still has to wrap the thing up, open it on one's birthday, expressing surprise and gratitude. Only then, may one start work on one's present!

History

For those of you unfamiliar with the Hawker P.1127, it is the prototype Hawker Harrier. Those of you familiar with how the UK's military psyche works will not be surprised to learn

that the Hawker P.1127 was developed on a private venture basis.

The gestation and development of the Hawker P.1127 was, much to my surprise, an international effort. Many different configurations had been tried by many nations to achieve vertical take-off capability, but it was a brilliant Frenchman, Michel Henry Marie Joseph Wibault, who came up with the concept of a single engine to drive centrifugal blowers mounted in the sides of the aircraft. He developed this concept into a design for a 'Ground Attack Gyropter' powered by a Bristol BE.25. Due to various reasons, it was not a feasible design, but the engine concept caught the interest of Bristol Aero Engines. It was left to a young engineer,

Gordon Lewis, to turn the concept into a reality.

Hawker, looking for a Hunter replacement, contacted Bristol in 1957 about V/STOL aircraft. Bristol replied with information of the Gyropter, and thus were laid the seeds for the Hawker P.1127.

In autumn 1957, at a meeting with the US

1/72nd Scale

Manufactured by





Mutual War Development Program (MWDP) offices, the go-ahead was given for the development of what was to become the Pegasus, with MWDP funding 75% and Bristol the remainder. The Hawker P.1127 was, however, to be a private venture, and so it was that March 1959 saw the Hawker works being given the drawings for the Hawker P.1127.

With the abandonment of its many V/STOL projects, the USAF was very interested in foreign V/STOL designs, foremost of which was the Hawker P.1127. So interested were the USAF that they funded NASA to build and test models of the Hawker P.1127 in their wind tunnels.

In October 1959, the Ministry of Supply finally initiated support for the Hawker P.1127, but the contract was not signed until June 1960. Two aircraft were to be built, and on 15th July 1960, the first, XP831, was transported from Kingston to Dunsfold airfield, with the first tethered hover taking place on the 21st October 1960. The second prototype, XP836, went straight into conventional flying trials on July 7th 1961.

Many tests, configurations, prangs and rebuilds followed, before the Harrier as we know it was born. XP836 bought it in spectacular fashion. XP831 is an exhibit in the Science Museum, South Kensington. There were four other Hawker

P.1127s. These were so called Development Batch aircraft. They were XP972, 976, 980 and 984. I don't know much about these, as most of the narrative I have concentrates on XP831 and XP836.

The Kestrel, a development of the Hawker P.1127, was the moniker attached to the nine aircraft of the German, American and RAF evaluation squadron.

The Kit

It comes in a box. No bagged plastic with stapled instructions for Airfix these days. The box is small, reasonably sturdy, and is of the end-opening variety. On the front is the very same picture of the P.1127 which used to grace the bagged kits, hooray! A darn sight better than some of the modern, insipid artwork adorning some of the higher series kits. On the back of the box is the paint and decal guide - so don't throw the box away!

In the box you have an unsealed plastic bag. In this bag reside all the kit parts, thirty-seven to be exact. Some parts had broken off the sprue and were floating free, as was the cockpit transparency; so no surprises there.

Let's start with the cockpit transparency. For such an ancient kit it is incredibly clear and free of surface imperfections. From what I could see it also exhibited precious little

distortion. One would be able to see an awful lot through this transparency. The only downside was that it didn't come on a sprue. It must have done at some stage as there was a nasty tear at the top of the sprue where some Airfix employee had carelessly ripped it off the sprue at the factory prior to shoving it in the plastic bag. To paraphrase Douglas Adams: ten out of ten for the cockpit transparency, minus ten million for the tear.

Now let's move on to the rest of the kit. If one were to remain positive, one would keep on moving, grab and consume a couple of cans of heavy before facing the plastic. Having done that we can at least see the kit with kinder, if somewhat blurred, eyes. Let's start with the rivets. We are talking some serious riveting here. We are talking your actual golf ball-sized rivets. We are talking lots of them, everywhere, and we are talking some suspiciously randomly placed rivets.

In amongst the golf balls are the odd raised panel lines.

The mould is old. The mould has been hammered over the years. The mould is pitted here and there resulting in many surface imperfections, bumps and lumps.

Many of the smaller parts have blurred and indistinct detail, assuming they were ever distinct in the first place. Flash doesn't look too bad, but sink marks abound. The

plastic is curious. It is as if Airfix had procured the cheapest, nastiest plastic they could, and then moulded the kit with the minimal temperature required to heat the stuff, and the minimal amount of time allowed for the plastic to cool before ejecting it from the mould. Sometimes I get the impression the plastic is like bread dough, squished into the mould. Oh, by the way, it's grey and quite soft.

Cockpit detail consists of a crude seat, an equally crude pilot, and two, featureless side panels, and that's it! The side panels double up as baffles for the intakes, and they look nothing like the real thing. The jet nozzles are solid, crude, but will rotate.

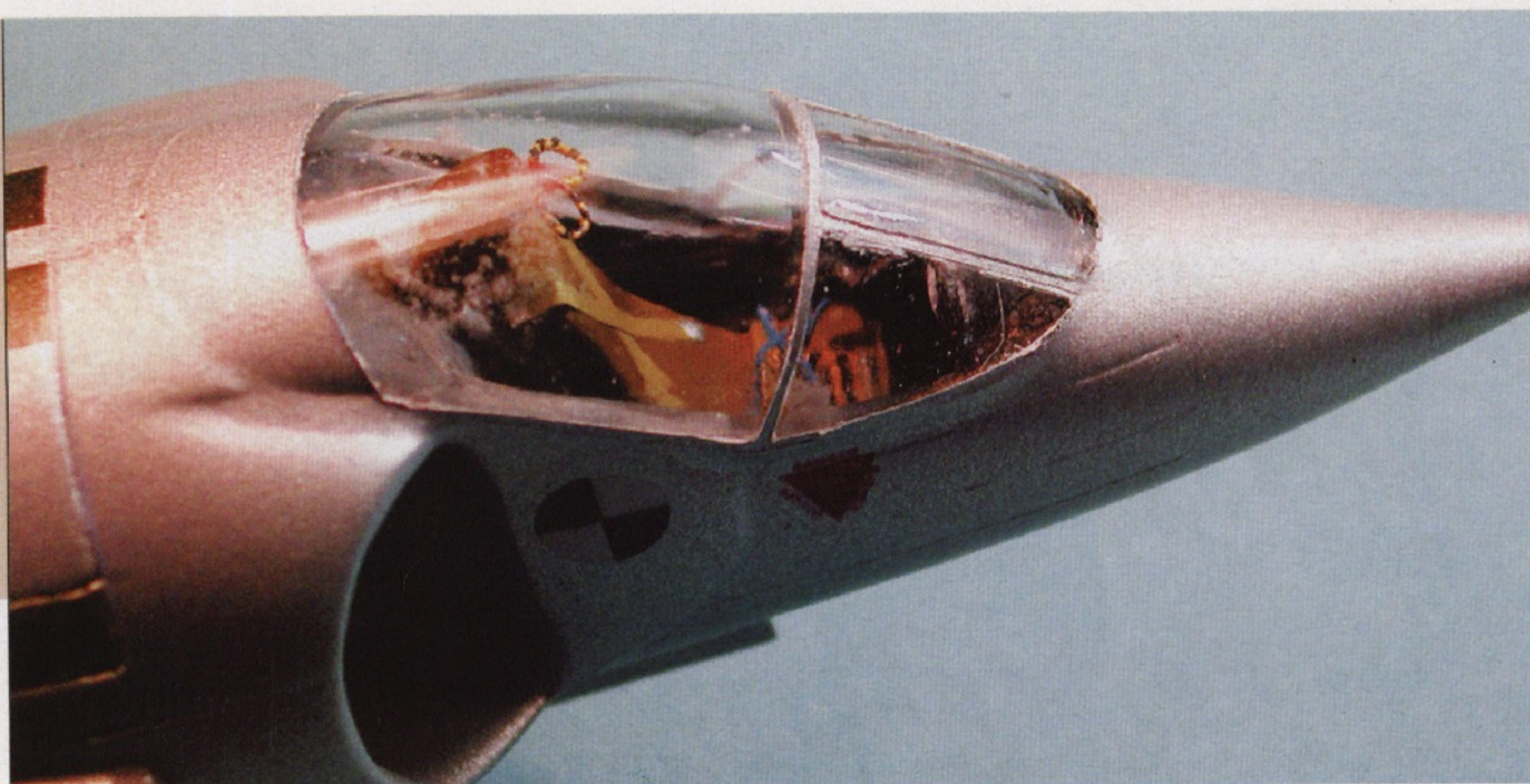
There are separate parts for having the undercarriage up or down. You also have the choice of the long nose or short nose version.

The wings do not have an aerofoil shape to speak of. It's more of a brick with a taper. Boundary layer separation would occur right at the leading edge in an anaemic breeze.

Decals are provided for two machines: XP831 or XP836. Initial impressions were that they were of reasonable quality, with reasonable register.

Construction

A problem with building prototype aircraft is that they can change appearance during their relatively



short lifespans. Some changes can be either small (e.g. the odd whip aerial or pitot tube added or removed) or quite substantial (e.g. a completely new wing). An associated problem is that reference material tends to be fairly sparse on prototypes. Thus, it is more likely you may not have sufficient information available for you to construct the kit to accurately portray the prototype at any particular point in its history. Unusually for me, through sheer luck and coincidence, I had a fair amount of reference material on the Hawker P.1127.

On to the model. I immediately decided those rivets had to go. Armed with scribing tool, credit cards, dynamo tape, and mediocre modelling skills, I set about replacing the lines of rivets with panel lines. My first mistake with this kit was to scribe directly over the rivets. Although this worked reasonably well most of the time, on too many occasions the rivet would cause the scribing tool to veer off the line it was intended to take. This was exacerbated by the many compound curves of the fuselage, and the softness of the plastic used by Airfix. The result is quite a few wobbly panel lines. I should have sanded the rivets down before scribing. Another problem with scribing is the 'grain' in the plastic. It becomes quite evident as you scribe that the plastic has a definite grain to it, much like that in wood. When you scribe across that grain, the plastic can tear or force the scribing tool off the line it was intended to take.

The diminutive size of the P.1127 meant that scribing was over and done with in a short time. I didn't scribe all the way to the edges of the fuselage halves. A dry fit showed that the lines of rivets didn't quite match up. Stopping 6mm or so short of the fuselage edges meant I could join these lines together after the fuselage halves had been glued together. The wings and stabilisers have straight lines, and so caused few problems, except when going across the grain. I didn't try and scribe in every panel line, and neither did I scribe over

every line of rivets. I went for an approximate level of accuracy.

Unfortunately I think I was a little too enthusiastic in my scribing, and I get the feeling some of the panel lines resemble the infamous Matchbox 'trenches' in their heroic depth and scale.

Turning to the cockpit. I figured the clearness of the cockpit transparency would show the bareness of the cockpit. I would have to scratchbuild some sort of interior. But as I dry fitted the various cockpit parts, and pored over reference material, it became obvious I would have to do something about the intakes and the baffles at the same time as I built the cockpit. So before tackling the cockpit, let's have a look at these areas.

Airfix had moulded the lips of the intakes as being razor sharp. In reality they were quite bulbous and curvaceous. Indeed, during development they sported, for a while, inflatable intake lips. They reminded me of Mick Jagger! Airfix had moulded the baffle portion of the cockpit sides as being slab-sided, remember the cockpit sides (parts 1 and 3) doubled up as intake baffles. In reality they are gracefully sculpted, fairing down in a gentle curve from the fuselage side to the centreline of the aircraft.

I decide to build up intake lips with Acryl Red, an acrylic filler from 3M used for the boating industry. It and its brethren (Acryl Blue, Green and White) are almost impossible to get hold of in the UK. I got mine from 3M's HQ in Bracknell. After numerous e-mails to customer support requesting stockists, they took pity on me and gave me a couple of tubes.

To get the correct depth of filler around the fan, I used the fan itself (part 15) to make a template out of card. I then cut a circular hole in the middle of the template, corresponding to the diameter of the fan blades; this would give me a guide as to the correct depth of filler to apply. Cutting the template in half, vertically, I used

the fan (part 15) to temporarily hold the template in place, while I applied a layer of Acryl Red. When the Acryl Red had partially set, I could remove the fan, and the template would stay in place and I could build up the filler to the correct depth.

Now, dear friends, a major disaster occurred. Being toluene-based, Acryl Red dissolves polystyrene plastic. My master plan was to protect the plastic with a layer of Johnsons Klear, then apply as thick a layer of Acryl Red as I wanted. This theory seemed to work wonderfully for a few hours. Confident and happy, I went to bed, only to be confronted with the disaster the next morning. I think that for a few hours the Johnsons Klear did protect the plastic, but that the Acryl Red had taken so long to dry it had time to dissolve the acrylic-based Johnsons Klear before attacking the kit plastic, and turning it into something resembling the skin of a particularly warty and deformed toad.

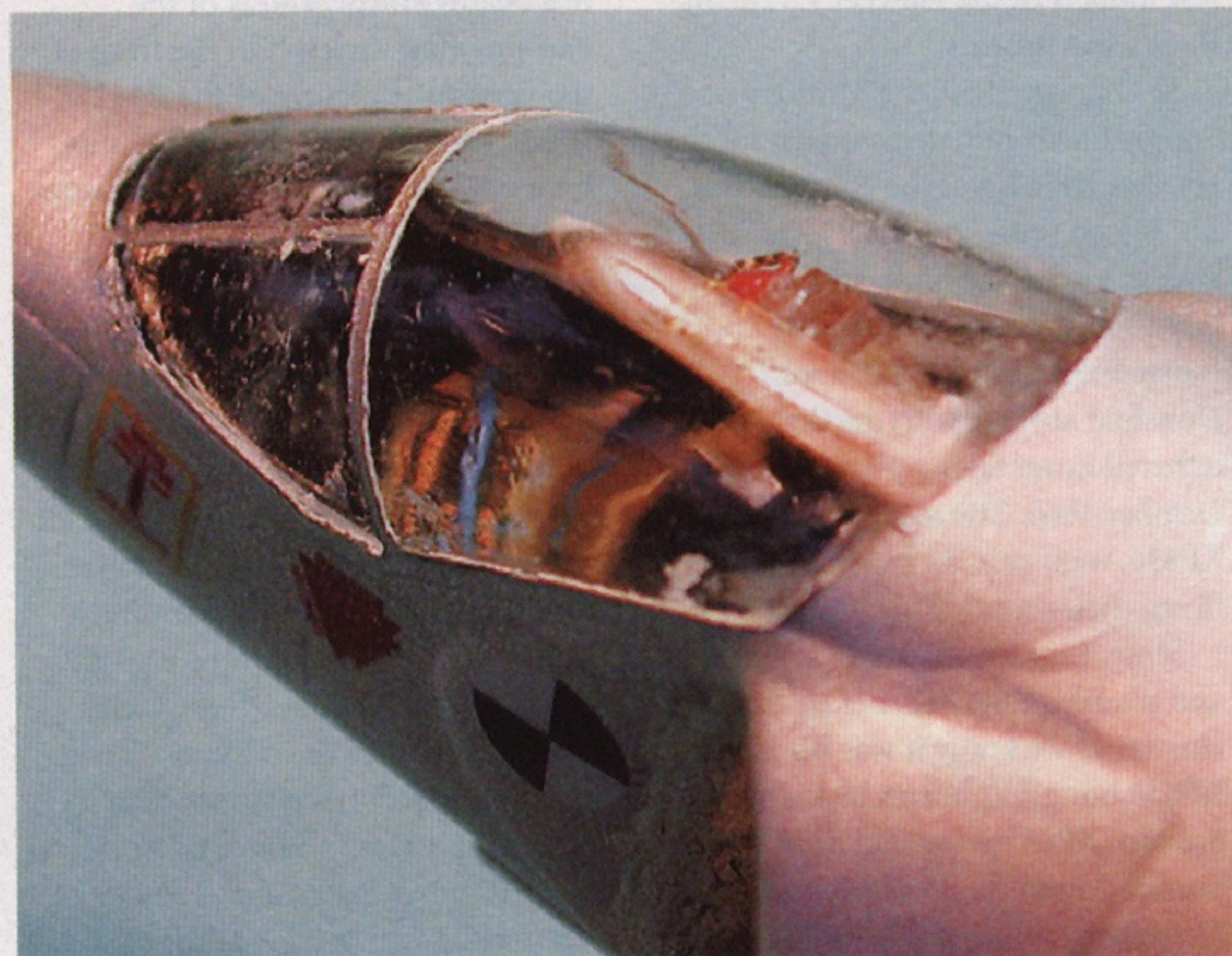
There ensued many minutes of mindless, gibbering panic. What was I to do to rectify the situation? It was, after all, a birthday present. I could ignore it. I could remedy it by applying filler to the outside of the distorted area, and spend hours sanding down to get the correct

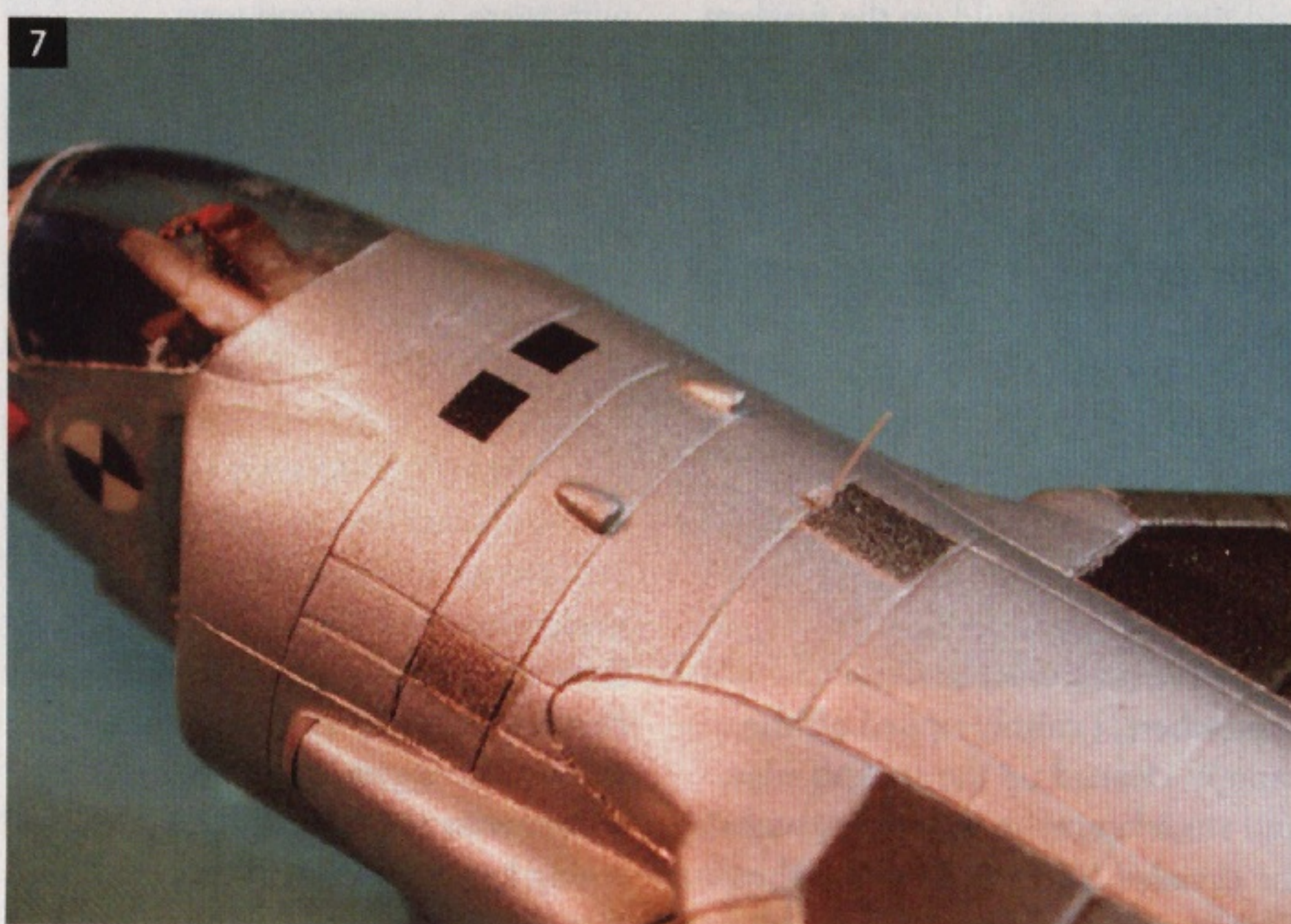
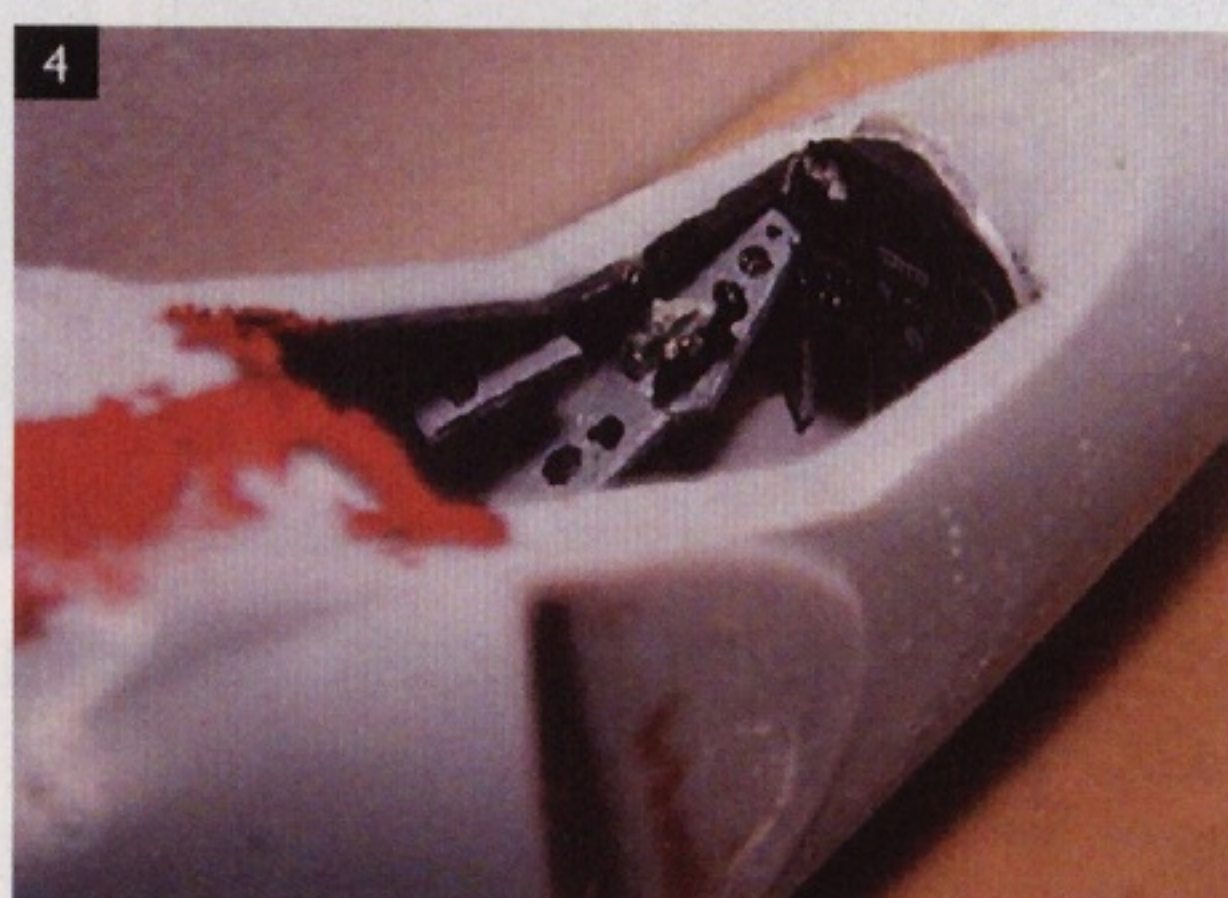
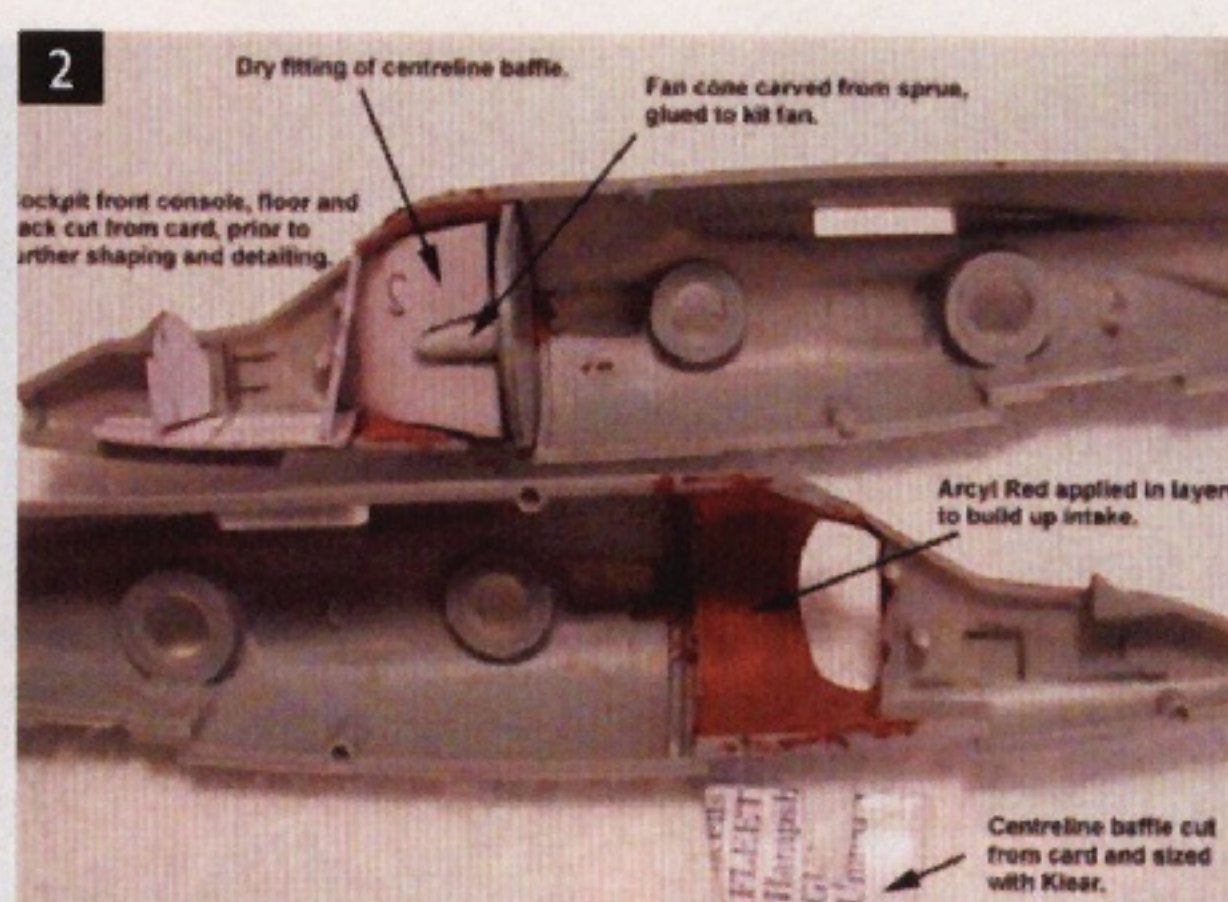
contours. Or I could drive down to Aldershot and get another Hawker P.1127 for £1.99, plus about £3.00 in petrol. I drove down to Aldershot, and managed to buy the last Airfix Hawker P.1127 in the shop. Now, if you don't tell my partner that the Hawker P.1127 sitting in the display cabinet is not the one she bought me for my birthday present, then neither shall I.

Right! After cutting a new template, applying a coat of Johnsons Klear, I then applied a THIN layer of Acryl Red to the intakes of each fuselage. Only when this layer had dried ROCK HARD, overnight, did I apply another thin layer. When this layer had dried, I felt confident enough to apply thicker layers. This strategy worked, and I soon had the intakes built up. Sanding them down proved quite easy, only taking a couple of hours at most. Acryl filler is easy to work, and has a really smooth finish. The thickness of the lips of the intakes were gauged by eye, as were the various curves. Photo 2 shows the area where the Acryl Red was applied.

Happy with the intakes, I now turned my attention to the cockpit proper. By getting the cockpit sorted out, I could then work on the baffles. First off, the seat. Using some photos and diagrams in the references, I hacked away at the ejector seat, then used stretch sprue, sliced plastic and bits of wire to build a better representation of the real article. Photo 1 shows the kit seat before and after modification. The seat was then put to one side.

A cockpit front console, floor and back were cut from an old business card. There followed numerous iterations of dry fitting and trimming, before I decided enough was enough. Photo 2, a somewhat busy photo, shows such an iteration in process. The front console went on to have vertical slots cut into it for the pilot's legs (you can just about see one of them in photo 4) and a decal slapped onto it to represent the various dials and switches. The decal actually came from a Revell Harrier GR.5. When I built the GR.5 I didn't





follow the instructions very well, and missed the bit where it told me to apply the decal. Some of you may be aghast that I could do such a thing; slapping a GR.5 console decal into a P.1127. Well, I can't tell one cockpit interior from another, and unless you get a torch out you won't see much anyway, and at the end of the day most of the viewing would be of the external profiles.

Continuing with the heresy. Using some rather good photographs of the cockpit interiors in the references, I cut and trimmed yet more card to represent the side consoles. Various blobs of paint and bits of stretched sprue were then applied to give a fair representation of the knobs, dials, throttles, and switches adorning the consoles. Although this looks a bit crude in photo 4, trust me, with the canopy on you can't really tell. Naturally, I kept dry fitting the side consoles with the ejector seat. Can't have all this detail built in, only to find you can't get the seat in!

The cockpit was painted various shades of grey and black, with the odd bit of red for interest.

Moving on to the centre line baffles. I'm calling them centre line

baffles as I don't really know what they are called, so please forgive me on this one. I made these out of card. Unfortunately I made them out of an old cardboard business card. Although this made for easy trimming and curving, it was to have disastrous consequences later on in the construction process. I offer no easy process for the making of these baffles, and neither is it at all scientific. It was simply a case of cutting them roughly to shape, and then a longish iteration of dry fitting and trimming until you are satisfied with the fit. Photo 2 sort of shows this operation in process. To get the curve shape of the baffles, simply wrap around the round handle of a scalpel (or similar diameter object - fingers are rather good) and sort of tease it into the right shape. Oh, the cone on the fan was fashioned from a piece of sprue, carved and sanded to shape. For the eagle eyed amongst you, yes it is lop-sided. I didn't carve it properly, and so didn't get a nice symmetrical cone.

Right, now onto gluing the fuselage bits together. First the cockpit. The floor was stuck into place with superglue, then followed the front console and back. After

that it was simply a case of gluing in the side consoles and assorted levers and things.

The centre line baffles followed in this manner: First, I glued the fan assembly to one fuselage half. Then I superglued the baffles to each fuselage half, but only the very front of the baffles are glued to the fuselage halves i.e. the edge just behind the cockpit. This allows me to properly align the parts of the baffles leading through the intake up to the fan. With the fronts securely adhered, I then applied thick superglue along the internal edges (where it meets the intake sides) of one of the baffles. Putting the fuselage halves together (but not gluing them), I could then poke my fingers into the intakes to ensure the baffle with the glue on it was correctly aligned with the intake, the fan and the other baffle. When the superglue had set, I repeated the process with the other baffle, and only then stuck the fuselage halves together.

Given the age of the moulding, the fit wasn't at all bad. OK, in photo 4 you can see I applied some filler to the sloping bit (technical term there) just behind the ejector seat, but I could have got away with polystyrene

cement. Photo 3 shows the underside, and the rather large gaps in the undercarriage bays. I repaired these with a modified trick I read on the Hyperscale website. I slopped a goodly amount of Kristal Klear into the gaps, and when dry ran a wet Q-tip along it. The wet Q-tip would dissolve the Kristal Klear, leaving a smooth join. A bit of Johnson's Klear (I hope these different Klear's are crystal clear to the reader) was then painted on to seal the Kristal Klear.

The front of the centre line baffles needed a bit of filling where they joined the fuselage just aft of the cockpit. I smeared Acryl Red on the join, and then sanded away. The starboard join cleaned up beautifully, with the minimum of fuss. The port join just would not co-operate. Photo 6 shows the area I am talking about. You will also notice that this photo shows filler applied to a painted model. More of this later. Anyway, I would sand the Acryl Red away until I hit the card baffle, both at the edge and halfway along the baffle. The edge would fray, while the middle eventually developed a nasty gouge. I must have applied filler and sanded this area three or four times, before I

got fed up and stopped. Next time, use plastic card.

With the fuselage seam sanded away, I added a couple of items of external detail. On the top of the fuselage, just aft of the cockpit are two little bumps. You can see them in photo 7. All the Hawker P.1127s and Kestrels had them. To make them, I sanded the end of a thin piece of sprue into a bullet shape. I cut off the bullet shape to the approximate length of the bump. Then I cut the bullet shape piece in half, length ways, before supergluing them into place.

On the starboard underside, just aft of the front of the intake, is a curious stub with an aerofoil section. I have no idea what it is but it is quite prominent, so I fashioned one of out sprue, cut a trench for it in the fuselage, and stuck it in place with superglue. This stub is shown in photo 8.

I chose to do the long nose variant of the Hawker P.1127. I was absolutely fascinated by the length of the nose probe, particularly the somewhat flimsy pitot (?) tube right on the end. The kit item was enormously floppy, and I was convinced I would break it off. Even though I thoroughly abused it, and it was bent into all sorts of fantastic angles, I never did break it off! The nose probe (part 22) and the rear boom (part 23) as you can see from photo 3 do not fit at all well, there being a considerable step between them and the fuselage, which required a fair amount of carving and sanding. I never got the front cone correctly shaped, taking too much off the top. My Hawker P.1127 has a distinctly 'humming bird' appearance!

Next, I had a crack at giving the wings something of an aerofoil section. Some readers, used to the shake-and-make Tamigawa kits, may not be familiar with the age old technique I employed: 1) Take a rat-tail file; rectangular section useful for filing metal. 2) Vigorously attack the plastic, filing off the square leading edge and rounding it. 3) Do not do too much shaping as the wing had to

blend in with the wing root on the fuselage. Satisfied with my butchery, I slapped on the wings with some superglue, holding the wing in such a manner as to make the top join line disappeared. This was a very bad mistake! The results of the wing join can be seen in photo 5. Look carefully at the leading edge of the starboard wing where it joins the wing root. See the step? This was after rounding the leading edge and hacking back the plastic. Conversely, if you look at the port wing to wing root join, you will see a large step where the wing root is too high. Wielding the rat-tail file once more, I soon reduced these minor imperfections, and blended wing to fuselage. Oh, the putty on the rear wing filets took care of some deep sink marks. Because I had made a fairly perfect wing join on the top of the fuselage, the underside had some large gaps. A bit of filler fixed them quite quickly.

Now that beautiful, clear, perfectly moulded canopy. It doesn't fit! It's too wide for the fuselage. It overhangs either side of the cockpit by about 1mm. What does one do?

I thought about submersing the canopy in hot water and squishing it. I thought about sanding it. I thought

about junking the model. I even contemplated vac-forming one. In the end I decided to sort of stick it on, and then sort of build up the fuselage side slightly (see later), fairing it into the canopy.

I decided to use odourless superglue to glue on the canopy. This I duly did (remembering to glue the seat in first) but the stuff takes so long to dry I decided to hurry it along with some accelerator, which I duly applied. That wonderfully clear canopy duly frosted over! Resisting the urge to crush the model, though my cry of frustration must have registered on a seismometer somewhere, I calmly ripped off the canopy, cleaned up the cockpit edge, and stuck on my spare canopy with the dreaded UHU solvent-free glue. This marvellous glue dries hard, adheres well to plastic, and does not craze transparencies. It does, however, suffer from one minor, though quite severe deficiency: it isn't waterproof!

When the UHU glue was dry, I sealed it in with an application of superglue, which I let dry without accelerator! I put a blob of superglue on the tear at the back of the canopy, and sanded it away. When the superglue was dry, I globbed on loads of Krystal Klear to build up the fuselage side to the overhanging canopy. When dry, I smoothed the Krystal Klear with a wet Q-tip, then sealed everything with Johnsons Klear. Or so I thought. I can't remember if I washed the model in water before applying a mask to the cockpit canopy or went straight ahead and applied the mask to the canopy, whichever route I took I found the canopy moving as I applied extreme pressure to burnish down the masking. Canopies appear to be my nemesis. I just can't seem to get them right. Burnishing down of masking tape went a bit more gently after this.

Finally I stuck on the tailplanes, then finished off the surface of the model with 1000 grit wet and dry. To my surprise the model was ready for painting. But before we tackle that, let's examine the hanging-off bits.

The exhaust nozzles, unlike the Revell Harrier GR.5, are moulded solid. The louvers are poorly defined, with many a bump and wart, probably due to a worn or damaged mould. I cleaned these up as best I could with a knife and sandpaper.

The undercarriage is a disaster area. The nosewheel isn't even round, has poor definition, and looks a bit too long. I improved it as best I could, hacked away at it to get it sort of round, then hacked away at the wheel/bracket join so that you could now see air between the two. The main wheels are very crude, and show their age. Again, it was a case of cleaning them up as best I could.

The outriggers, on the tips of the wings, were not that bad, especially seeing how small the wheels are. I trimmed and cleaned them off, painted the wheels black, the wheel brackets silver, and then stuck them onto the wing tips. The fit was quite good.

Painting

After cleaning the model in warm water, to which a drop or two of washing up liquid has been added, I used Blu-Tack to temporarily hold the undercarriage doors to the fuselage. The outrigger wheels were masked off, then on went a coat of Halfords Grey Primer over the entire fuselage, nozzles and undercarriage. The one advantage of deep panel lines is they do not get swamped when one is a little too enthusiastic with the old primer. Having learnt from my mistake when building the Airfix Lancaster (See Vol 8 Iss 10 October 2002), I misted on (as far as you can with a can) a couple of coats of the old Halfords Grey Primer.

The Hawker P.1127 is my first attempt at a metal finish, and I pored long and hard over pictures of the Hawker P.1127, getting them confused with the Hawker Kestrel in the process. Anyway, I eventually saw a pattern to the shades of metallic finishes on the Hawker P.1127. The centre wing and fuselage section had a much darker tone than the rest of the





fuselage, which had a fairly standard aluminium type finish. All except the leading edges, that is. They seemed to have a slightly less dark shade of metal than the centre fuselage and wing sections.

Rather than splash out on paints like Alclad, I visited my local Halfords, and came away with a selection of silver spray paints. I decided to start with the dark centre panels. I sprayed these and the exhaust area immediately to the rear of the aft nozzle Halfords Peugeot Steel Grey. Both the top and bottom wing surfaces got this finish. On reflection, it may have been a tad on the dark side. I let the paint cure for a couple of hours, then masked off (with Sellotape's low-tack masking tape) the dark sections, before spraying Halfords Vauxhall Platinum mainly on the leading edge. When this coat was dry, I masked off the leading edge, and a few panels randomly dotted over the fuselage, then applied on a coat of Halfords Honda Blade Silver.

On peeling off the masking tape I was pleasantly surprised that no paint lifted and no paint crept under the masking tape. The finish of the Halfords spray paint was a little grainy, but it was lovely and even and smooth.

But wait, what happened to the canopy? It had mucky stuff over bits of the inside! Blast it! The UHU

solvent free glue, despite my best attempts to seal it, had dissolved slightly in the cleaning of the model, and had marred the inside of the canopy. Not too much, but enough to be noticed. I couldn't bear to go through all the process of removing the canopy, cleaning it, reattaching it and fairing it to the fuselage, and then painting it. I left well alone... Tough I may go back one day, drill a small hole somewhere beneath the canopy, and inject some Johnsons Klear. Apparently, it is rumoured, Klear has remarkable healing powers, and this might, just might, clear the canopy.

With the shock of the canopy, came worse news, the port centre line baffle looked awful. The card had furred up where it had got wet when I cleaned the model. Remember I said earlier using an old business card was a mistake? With the rest of the model looking reasonably splendid, this furred area was not acceptable. I had to deal with it, so on went a layer of Acryl Red (photo 6 explained), and there followed a delicate round of sanding. When this was finished, I touched up the area with Humbrol Polished Aluminium. The match with Halfords Honda Blade Silver is so good, you can hardly tell I have done any touching up. I am still not happy with the port centre line baffle, but will live with it. I've also learnt not to use cardboard where it will get sanded and wet.

The nozzles were painted Humbrol Polished Steel, while the undercarriage was painted acrylic silver, for the metal bits, and Humbrol acrylic matt black for the rubber bits.

Now I was ready to apply the decals. There was no need to apply a gloss coat to the model, as the Halfords sprays were all gloss.

I chose to use the decals for XP836 as this prototype had attitude. It was a temperamental beast, never settling down to handle well. On the afternoon of 14th December 1961, in the hands of test pilot Bill Bedford, it made an abrupt lateral rock, a roaring noise, and suddenly decelerated. Realising the situation was rapidly getting out of hand, Bill ejected, and XP836 carried on unerringly toward a large black barn. XP836 scored a direct hit, totally demolished itself and the barn. Bill was taken to RNAS Yeovilton, where he was celebrated by the officers. Apparently they had been trying for years to get rid of that wretched barn!

The decals are a little on the thick side, with excessive amounts of carrier film, but are of good quality with good register. In my experience, this is fairly unusual for Airfix. They all went on fairly well, and behaved themselves with Micro Set and Sol. All, that is, except for the roundels on the upper wing surface. The edges of the carrier film lifted here and there, and would

not respond to Micro Set or Sol.

After washing the model to remove residues of Micro Set and Sol, I temporarily masked off the canopy, then applied a couple of coats of Johnsons Klear to seal in the decals and provide a uniform finish.

Construction Continues

Off came the undercarriage doors and the Blu-Tack returned to the 'Blu-Tack mountain'. The undercarriage was then temporarily tacked into place using UHU solvent-free glue. I needed to give the wheels some 'weight', and decided the best way to get the correct position for the 'flat' was to put the undercarriage on and then put the wheels on a hot iron. Whereupon you remove the undercarriage, tidy up where the wheels touched the iron, glue the undercarriage back in place, and you end up with a model that sits properly. This strategy has always worked for me until now.

Remember earlier on I said I stuck the wings in place, matching up the upper surfaces with the upper wing root so the join line disappeared. Remember also the Hawker P.1127 has outriggers, which must touch the ground at the same time as the main undercarriage does. Remember still further I said the undercarriage (especially the front nose wheel) looked a little long. Well, the upshot



of all this is that after putting the model on the hot iron to achieve slightly flattened main undercarriage wheels (i.e. that elusive weighted effect), the outriggers stand very clear of the ground. I put the model back onto the hot iron for a second time, forcing down the main undercarriage wheels, took the model off the iron, put it on a flat surface: and still the outriggers stood off the ground! The model went back on the hot iron for a third time, and by now the wheels were down to the hubs. Off the iron came the model, and finally, the outriggers touched the ground, though even still one had a 1mm gap. The main undercarriage wheels were just too outrageously flat to warrant going back on the iron, so I took them off, cleaned them up, and superglued them back onto the fuselage. They look ridiculous.

I think what I should have done was fitted the outriggers to the wings, fitted the undercarriage, then fitted the wings to the fuselage. While the glue holding the wing to the fuselage was drying, I could then move the wings, such that the outrigger would touch the ground at the same time as the main undercarriage. The problem with this, apart from being horrendously fiddley, is that the resulting anhedral might be unacceptable.

The front undercarriage doors were superglued in place without much drama. The main undercarriage door, however, took a lot of coaxing and repeated gluing for it to stay in place. One problem with it is it looks far too long. I reckon it should be two thirds

the size it is. The other problem is its butt join to the fuselage, it's not precise or good enough.

Finally, came the whip aerals. Being prototypes, the Hawker P.1127 sported various aerals. However, examining photographss revealed that for most of the time they carried a consistent set. The most intriguing ones for me were the ones on the underside of the fuselage, and the one on the fuselage just at the end of, and to the right of the tail. I fashioned these whip aerals out of stretched sprue, and superglued them into pre-drilled holes. Next time I shall use something with a more pronounced taper. The curved, wind-blown affect was caused by packing the model when I moved house. I packed the model in crunched tissue paper, the weight of the model, and tissue paper was sufficient to bend all but one whip aerial.

I have photographed the P.1127 with Revell's GR.5, to show how much the P.1127 has and hasn't changed.

The 'Hand of Godzilla' is courtesy of my partner. She decided a monster hand, reaching down to crush the 'full-size' P.1127 would be somehow appropriate.

Conclusions

I had a real blast building this kit, though reading the narrative you may not think so. I must admit to being totally frustrated with certain aspects of the build e.g. my use of a cardboard business card for the centre line baffle, CA accelerator frosting the canopy, etc. However, there was no real stress associated with the construction. I mean, if you build a modern, 'shake-and-make' kit, you accept nothing less than perfection to

reflect the high price of the kit and the excellent engineering. By contrast, the Airfix P.1127 was dirt cheap. The engineering was stone age. Nothing was lost if I screwed up.

I shall have to practice my scribing skills further, to not scribe too deeply, and try and eliminate those odd wobbles.

As to its accuracy. No idea I'm afraid. They're prototypes, and they change; I mean, even to the point where they sported different wing plan forms. However, it looks like a Hawker P.1127, and is certainly a cute addition to my collection.

Angus McDonald

References

- Harrier. The vertical reality. Roy Baybrook. 1996. The Royal Air Force Benevolent Fund Enterprises. ISBN 1-899808-40-X
- Hawker P.1127/Kestrel. Wings of Fame, Volume 13. Mike Stroud. 1998. Aerospace Publishing Ltd





1/72nd Scale

Manufactured by

Lockheed TF-104G Starfighter

Scale: 1/72nd

Kit No: 04378

Price: £7.99

Panel Lines: Recessed ✓

Status: Revised Tooling ✓

Type: Injection Moulded Plastic

Decal Options: 2

Manufacturer: Revell AG

UK Importer: Revell AG (UK Branch)

a missile with two men in it!

by Trevor Pask

The Subject

The F-104 Starfighter requires no introduction. A product of the Cold War, it utterly reflected a period when rapid technological advances were often translated into designs with little thought as to how the end result might be used operationally.

The aircraft was controversial from the start. The manufacturer's publicity machine made up phrases such as 'the missile with a man in it', but even within the context of the mid 1950s when the aircraft was being developed, its accident rate was horrendous. The tiny wing gave the aircraft a dramatic, almost science fiction look, but the small wing area made any kind of engine failure at low altitude lethal. This accident rate and the development of aircraft such as the F-4, F-105, and F-100 made the original versions of the Starfighter redundant before it fully went into production.

Only 77 of the C models saw service with the USAF, and these were phased out fairly quickly. However, the Starfighter did not go out of

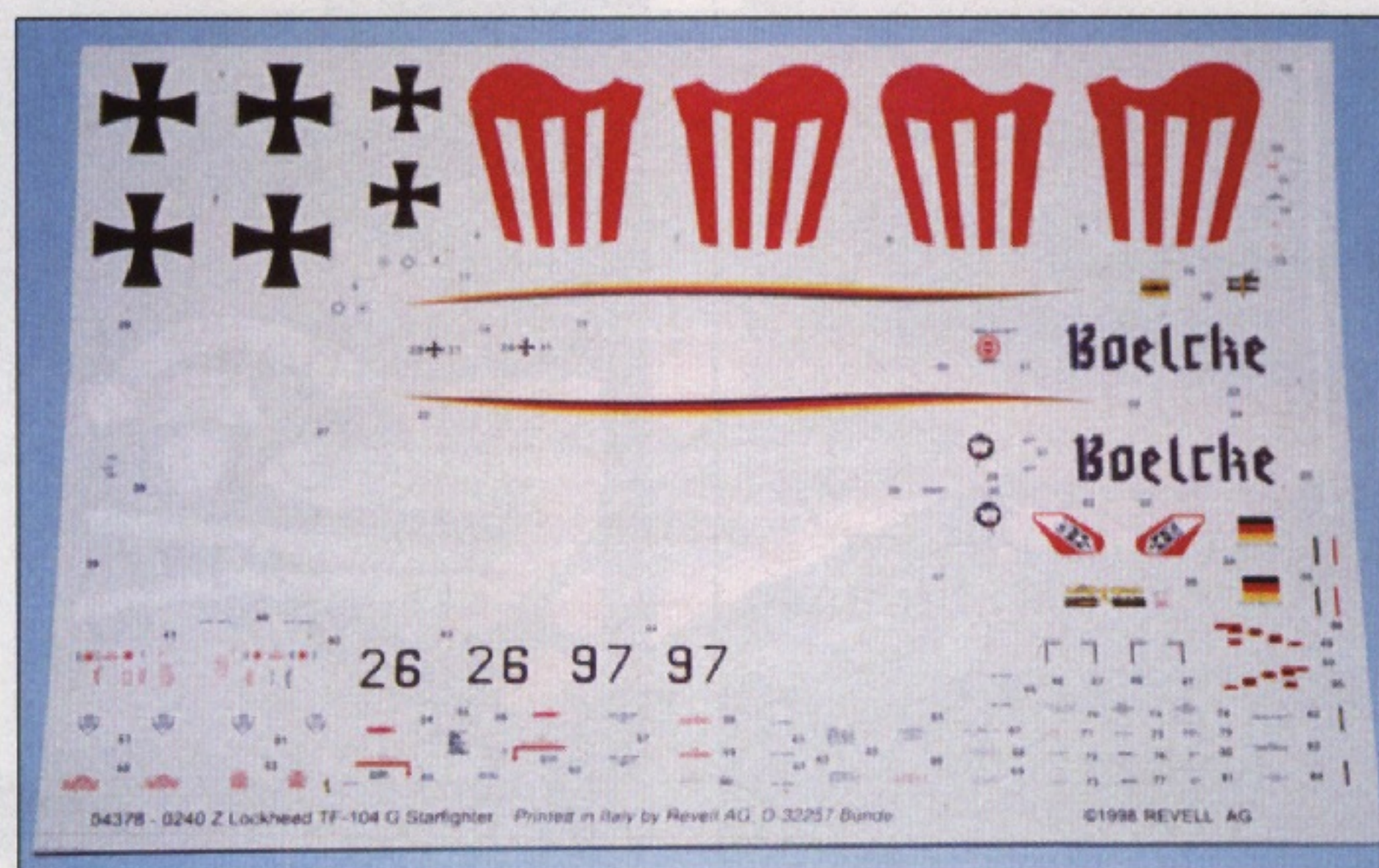
production in the early 1960s, and become nothing more than a footnote in aviation history. Faced with a fairly bleak domestic market, Lockheed took what was a totally unsuitable design, and aggressively marketed it as a multi-role low-level strike aircraft for NATO. It is often said that Lockheed won the contracts it did because of inducements to politicians and Royal Family members in some European countries. Such activities

certainly played their part, but the fact is that the Starfighter fought off competition from the British E.E. Lightning and French Dassault Mirage designs that were themselves hardly any more suitable for development into multi-role aircraft.

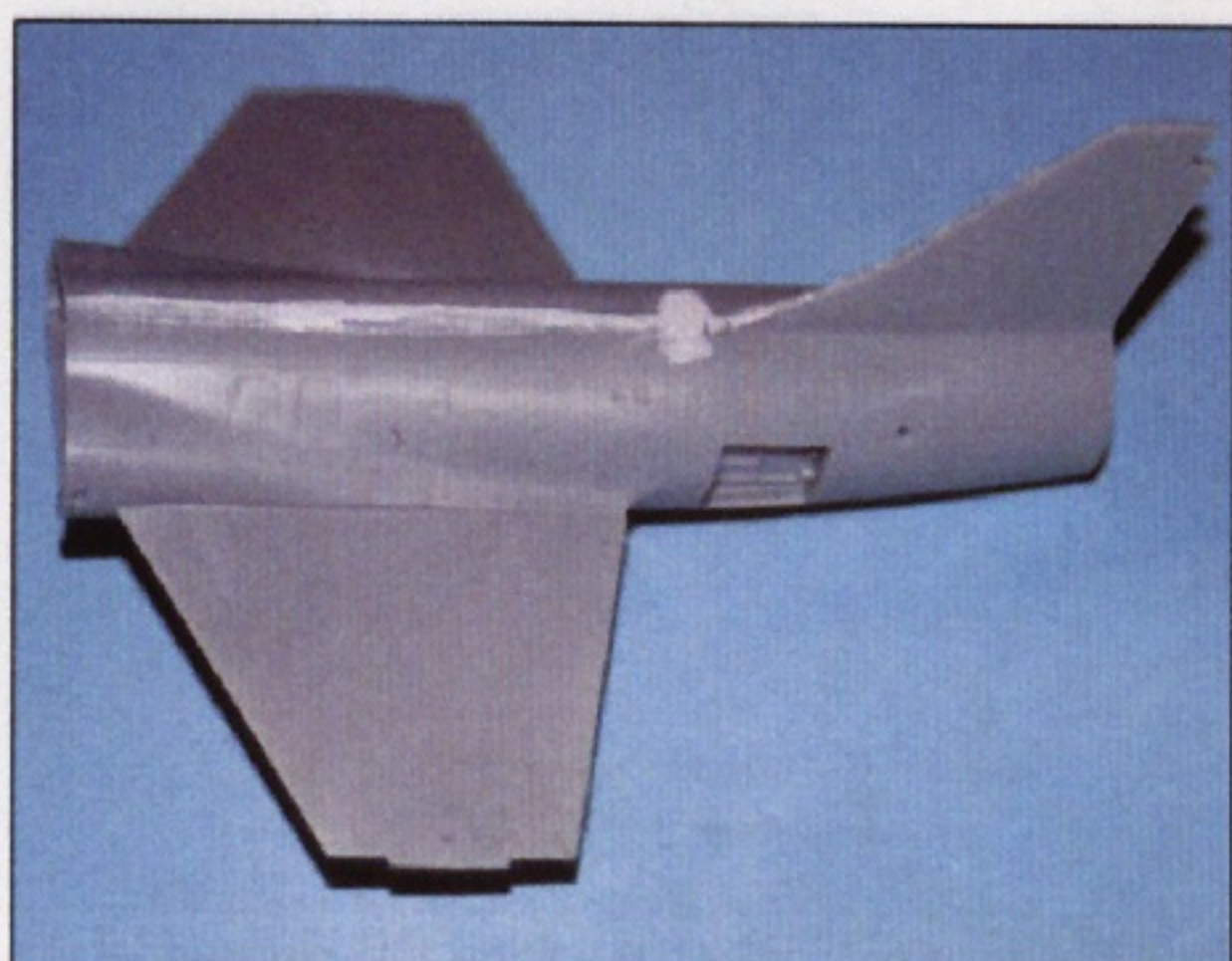
In NATO service, the F-104G model, matured into a reasonably effective aircraft. The accident rate however, especially with the then-West German Air Force,

continued to be very high and dogged the aircraft throughout its entire service life. One view is that this high loss rate was more of a function of the fact that the Starfighter was a very common aircraft, which was being flown at low altitudes in Northern European weather. As a percentage of aircraft in service, the Starfighter's loss rate was actually lower than that of contemporary aircraft such as the E.E. Lightning or first generation Harriers. The popular view however was that the aircraft was an inherently unsuitable design that had been corruptly marketed and unwisely bought in large numbers.

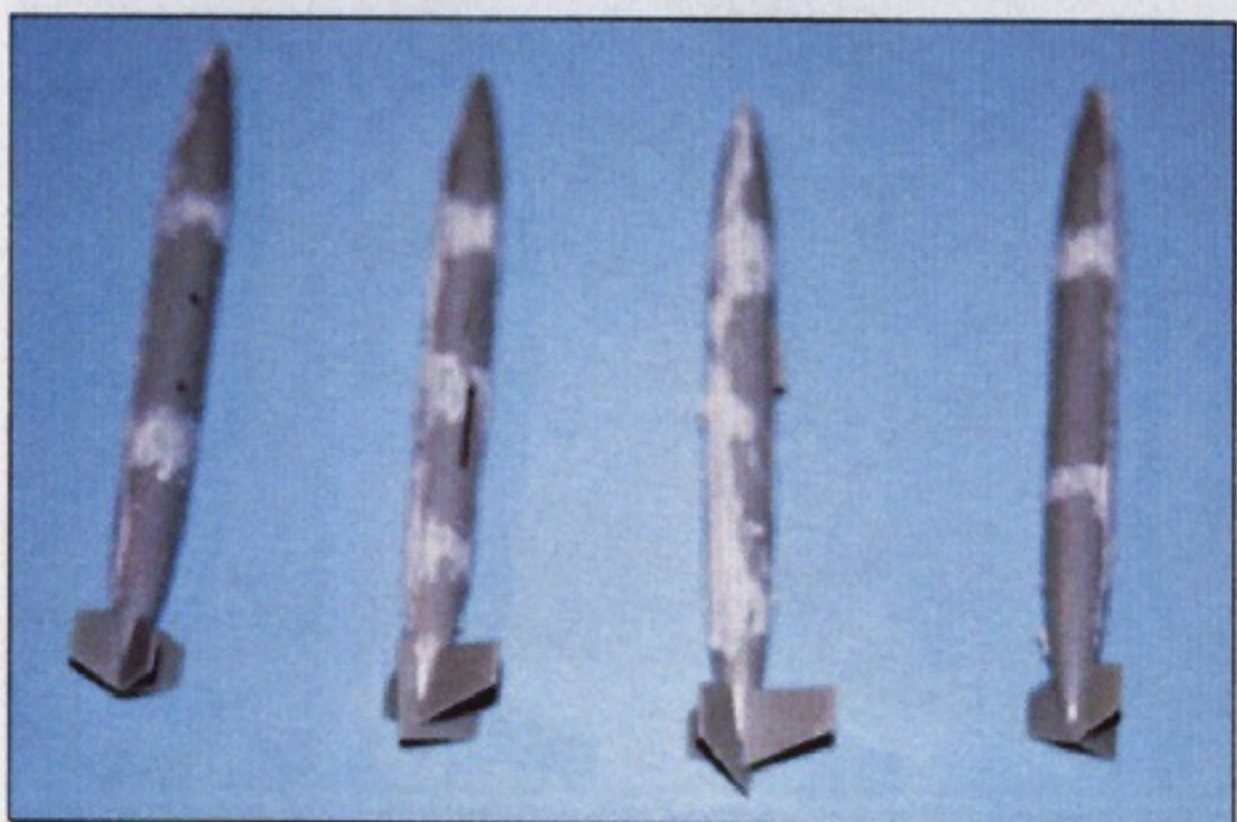
The accident rate was particularly controversial in West Germany, which suffered a higher loss rate than other NATO countries such as the Netherlands, Norway, Belgium and Italy. The reason for this was eventually attributed to the training of West German pilots in Arizona where weather conditions were much more favourable than in Europe. From basic training onwards West German pilots only experienced near perfect weather. The smaller European



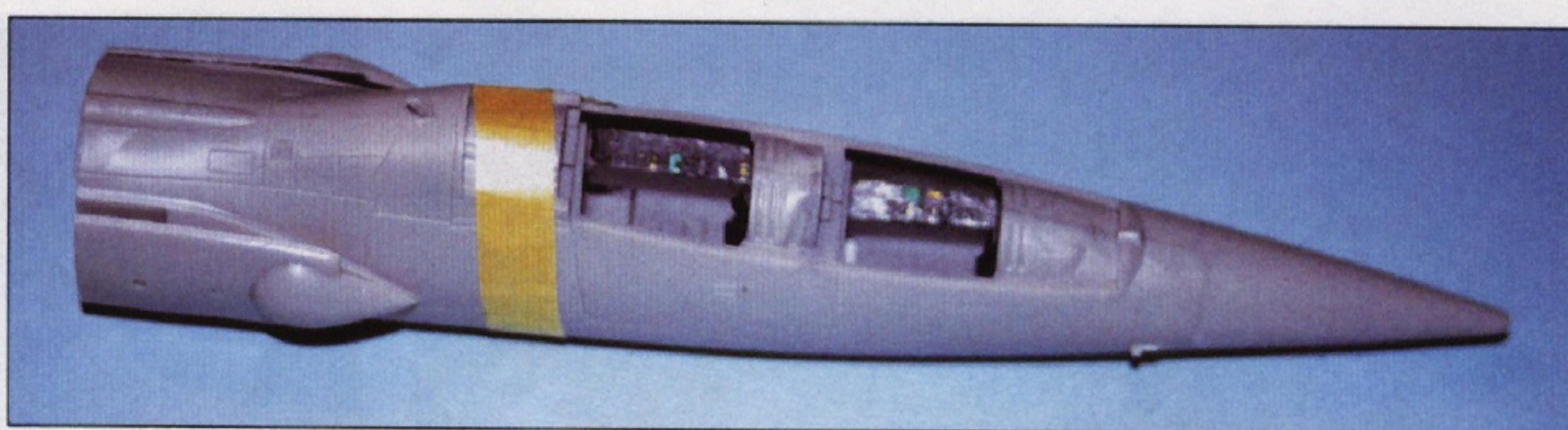
The comprehensive decal sheet. In terms of content and register this was of after market quality



Construction underway on the rear fuselage. Generally, the fit of parts in the kit is excellent, but some filler was needed on the spine near the fin. The wings and tailplanes are exceptionally thin and capture the knife-edge quality of the real aircraft perfectly. No filler was needed to blend these in to the fuselage



The wingtip and under wing tanks under construction. In the end, I completed my model with just the wingtip tanks attached



Front fuselage under construction. Note the use of Tamiya masking tape to hold the two fuselage halves together. The fit of parts in this area of the kit is a little vague, the one real problem with the kit.



The model receiving its initial coat of Halfords White Plastic Primer



Construction of the basic airframe was completed over a couple of evenings. The real work however started at this point!



The primer revealed a number of imperfections, which needed to be removed

countries tended to train their pilots in Canada and naturally became more acclimatised to the conditions they would experience in operational service at home. To compensate for this, the West Germans made more use of the two-seater conversion trainer version of the Starfighter to provide continuation training in Europe for newly qualified pilots. It may have been more sensible to switch some of the training programmes from Arizona to Canada, but that did not happen and as a consequence, more two-seat versions of the Starfighter were built than any other contemporary jet fighter.

Building a Two-seat Starfighter

Revell's kit of the two-seat Starfighter was issued in 1998 and makes extensive use of generic tooling designed for kits of the single-seat variants of the aircraft. The breakdown of parts splits the model into a number of basic components: front fuselage, rear fuselage, wings, tail fin, jet intakes and jet exhausts. By mixing and matching these

components, a limited amount of tooling can be combined to produce kits of the F-104G, TF-104G, F-104C and F-104S variants, although to date, Revell have only produced kits of the first three variants.

The two-seater kit is not widely available in the UK, although it is one of the commonest kits I have seen in Dutch, Belgian and German stores, a clear example that kit manufacturers are in business to sell large volumes of kits. In the Netherlands for example, the Starfighter is very much a popular culture icon. The recent decision of the Netherlands to join the JSF programme was reported in the Dutch press as 'another Starfighter!' Needless to say, I bought my kit in Holland, actually on the day England beat Argentina in the 2002 World Cup! I could not bear to watch and went out on a bike to find a model shop. The two-seat Starfighter was an impulse buy and once I was back home in London, I set to work on the kit.

The level of detail is extremely good for the scale, and an initial impression of the kit is that it is a

scaled down 1/48th scale model. Given the recent link up between Revell and Hasegawa, I at first suspected that the kit was based upon Hasegawa's excellent 1/48th scale tooling. There are a number of similarities between the two kits, but when I checked, I remembered that Hasegawa's approach had been to mould complete fuselage halves for their different versions, not to build up the fuselage from a number of sub-components. The Hasegawa approach results in a marginally more accurate model which is easier to build, but it also requires significantly more investment in tooling if multiple versions of the subject are to be issued.

Not that the Revell kit is difficult to build. Far from it. As can be seen from the accompanying photographs, the basic assembly of the model is straightforward and the shape of a Starfighter begins to appear after a short evening's work. The parts, which form the rear fuselage, can simply be assembled. There is minimal or no cleaning up required and all of the effort in the early stages

of the project is concentrated in the front fuselage area which obviously contains the cockpit detail.

The cockpit detail, which is included in the kit, is extensive and is as good as could be reasonably provided in a mainstream injection moulded kit in this scale. Only the inclusion of a photo-etched fret would have improved matters and realistically in this scale, unless it is intended to complete the model with the canopy open, the effort would be rather marginal to the finished appearance. The seats are particularly impressive being the best that I have seen in any 1/72nd scale kit. I invested in a couple of white-metal replacement seats from the Aeroclub range, and although these were excellent, they did not really offer much of an improvement in terms of detail or accuracy. As the cockpit tub needed to be cut around a little to make them fit, I decided to use the seats provided in the kit and save the Aeroclub ones for a future project of the single-seat Starfighter using an Italeri kit as a base.

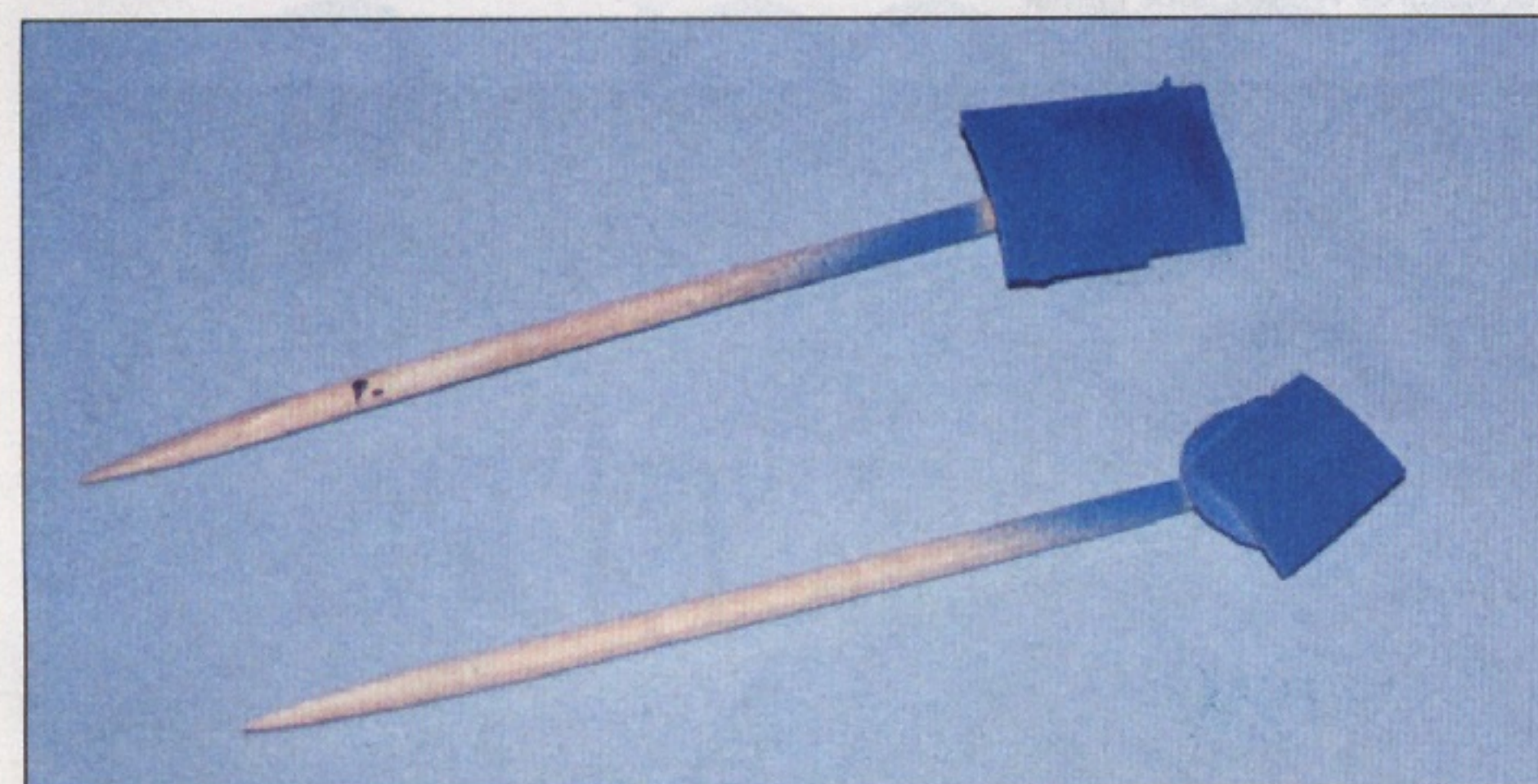
The cockpit area is perhaps the



Cleaning up a few more imperfections



Before I committed to the entire model, I test painted an area in the shade of blue that I had mixed up



As the blue was not straight out of a tin, I kept having to remind myself to remember to paint the ancillary items of the model such as the undercarriage doors. I find mounting such small items with Blu-Tack on a cocktail stick to be the best method to handle them during painting

trickiest area of the kit to assemble. The front cockpit obviously uses the components designed for the single-seater kits. These are good, but the rear cockpit interior has to be added by a simple butt joint. As a result, it is very easy to misalign the interior slightly, which in turn compromises the fit of this unit into the two front fuselage halves. Suspecting that there would be a problem in this area, I repeatedly test fitted everything, and yet still struggled to ease the interior into place, and get a decent joint between the two front fuselage halves. Possibly as a result of this, the only other real problem I encountered during basic construction was attaching the front fuselage to the rear and adding the air intakes. The fit in these areas is not as crisp as it is elsewhere in the kit and several significant gaps required filling, in particular a pronounced step in the narrow spine on top of the fuselage. Getting rid of this required repeated applications of filler and resulted in some damage to the engraved panel lines in a very noticeable area.

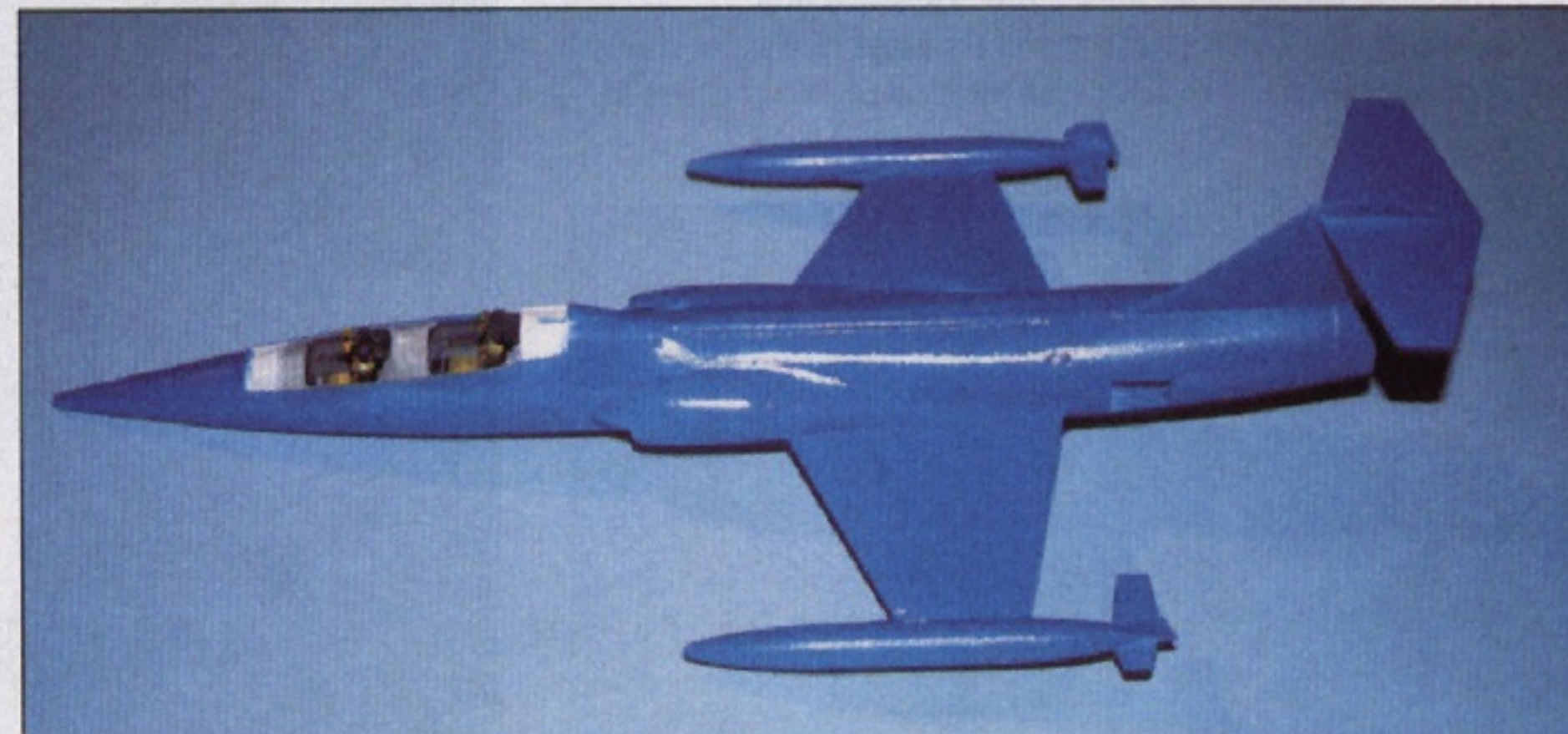
Damaging the panel lines on this

model is a pity as these are very finely engraved, again perhaps as good as they can be in this scale. Inevitably however, the filing and sanding which is necessary to blend some of the major sub-assemblies together, removed or seriously damaged large areas. Given this, the solution was to engrave some of the lines back onto the model, or fill out the majority of the rest. I chose the later option as in 1/72nd scale any panel lines, especially on a painted aircraft, would hardly be noticeable. Thinking ahead to the decal application stage, I also wanted to have as smooth a surface as possible for the decals. Revell decals are generally good, but the areas which needed to be covered on this model were extensive and I did not want a possibly fraught application process compounded by the need to get a number of very large decals bedded down convincingly into a series of very shallow lines.

The major task therefore in building this model was achieving a smooth, blemish free surface. The filler I used was Revell Plasto. Personally, I think that this is the best



Another coat of Halfords White Plastic Primer on the completed airframe. Almost ready for 'real' painting at this stage



The model after its initial topcoat



Decal application underway

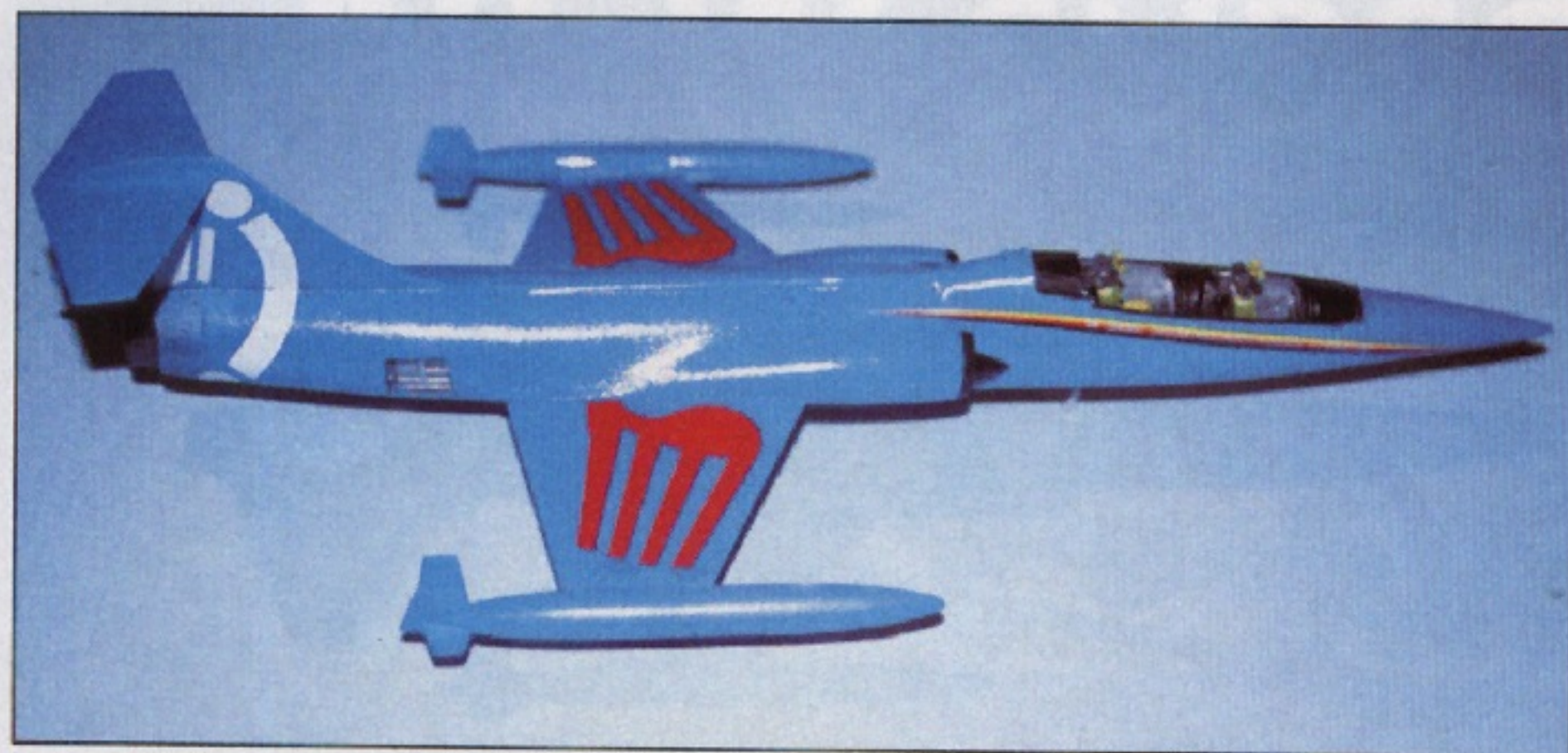
general model filler currently on the market. It is thin, has a very short drying time, and does not dry into a harder material than the material which is being filled. The latter point is especially important in that any excess can be easily removed with fine wet 'n dry paper without undue risk of damage to the rest of the model.

Once the filling process has started however, it has to be thoroughly completed, as any fragment of a panel line that is left in isolation will stand out prominently on the painted surface of the model. The filling process was carried out over several sessions and between each I dusted the model with a thin coat of Halfords White Plastic Primer to highlight where further work was needed. Towards the end of the job, tiny amounts of filler had to be applied with the tip of a cocktail stick to what were no more than pinprick indentations. Some modellers would find this work extremely tedious, but if correctly done, it produces a good result in this scale, and is actually less troublesome than laboriously rescribing every panel line.

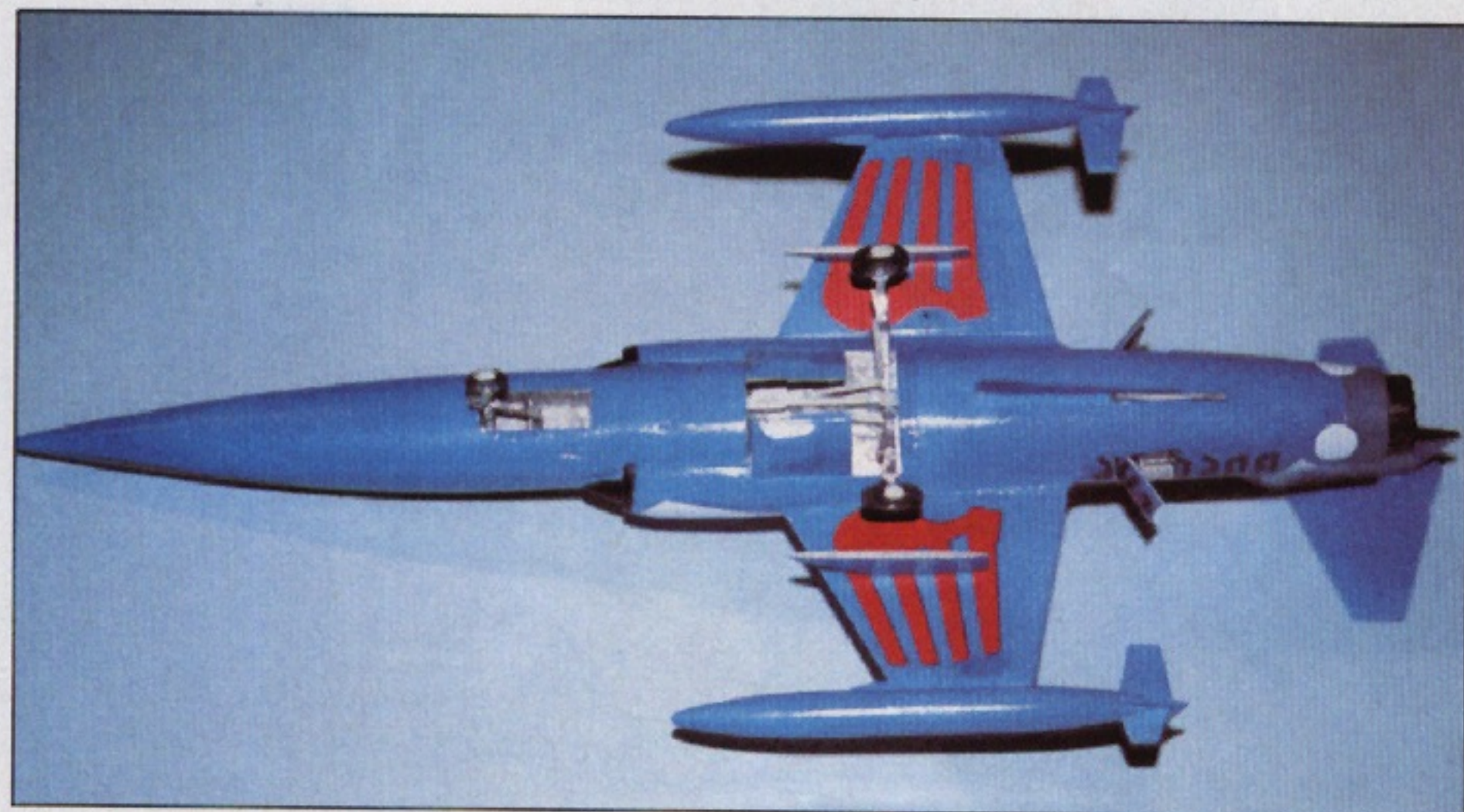
Finishing & Decals

The kit provides decals for two West German Starfighters: a conventional grey and green camouflaged aircraft from Jabo G33 as it appeared in 1984, and the striking blue liveried 'Boelcke' aircraft from Jabo G31. This aircraft was specially painted in 1983 to mark the twenty-fifth anniversary of the squadron reforming after World War Two. I was immediately attracted to it, as the scheme appeared to have more in common with the F1 car models I normally build. A conventionally camouflaged Starfighter is also a little bland, and had I wanted to add one of those to my collection, given my Dutch connections, I would probably choose to model an aircraft from that country.

The colour scheme on the special aircraft is simple enough to apply being overall blue. Revell's instruction sheet provides a colour mix for paints from its own range to create the exact shade of blue used on the aircraft. However, Revell's paints are enamel based, and as I prefer to airbrush acrylics on my model aircraft, I had to source the



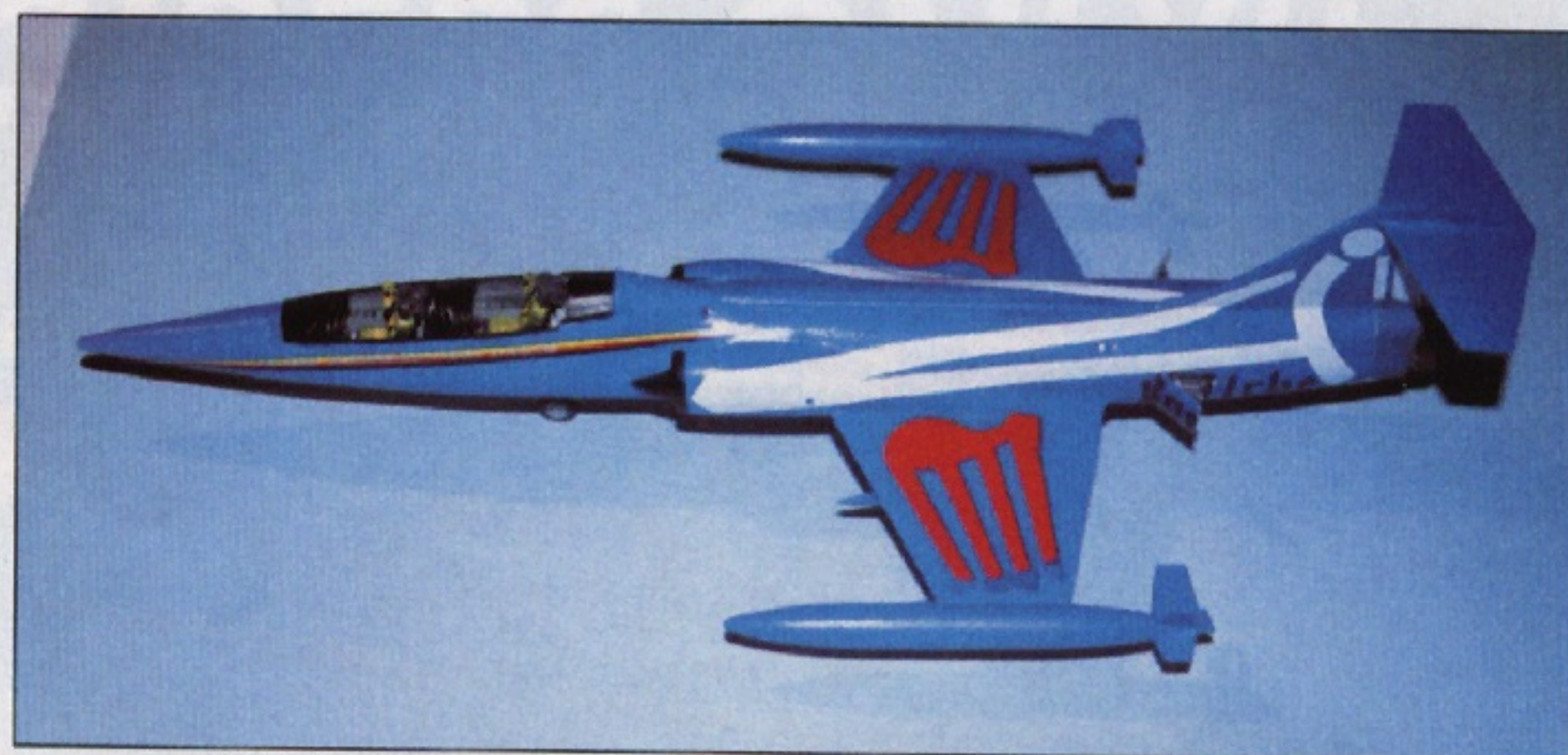
Decal application continuing. The white markings on the tail were the hardest to apply. I found this job difficult, and I normally model F1 cars!



Attaching the undercarriage is a fiddly job as most of the items are as fine as they could be in this small scale



The model immediately prior to receiving its overall coat of Humbrol Matt Cote



The virtually completed model. Beginning to look like a real aircraft at this stage. At this stage of a project, it is important not to rush. It may look as though you are home and dry, but invariably you are not. The secret of a good model is to use the same care and attention at the end of a project as you do at the beginning. It is very easily done, but losing momentum or patience at the end of a project simply to get a model completed can have serious consequences for the end result



Painting up the canopy needed some accurately applied Tamiya Masking Tape, several Micro Brushes and a lot of patience!

The wing of a crashed German Starfighter - a bit of local colour in the front garden of a pub on the tiny Dutch island of Terschelling. The inscription reads - 'German Starfighter 16-02-1972'.



paints from another range. Having studied a couple of photographs of the real aircraft, I decided that Tamiya X14 Sky Blue was a good basic match, although as it was slightly on the bright side, I added a small amount of Tamiya X19 Smoke to take the edge away from what was a very vivid blue. The ratio of mix I used was approximately 25 to 1.

Pure X14 was initially airbrushed along the wing fuselage joint prior to the application of the final colour to 'pre-shade' the model in these areas. The intention of this technique was to create a very subtle sense of shadow and depth in these areas once the overall blue was applied. The rear of the fuselage received some more serious pre-shading with matt black being applied to the areas under the rear fin that tended to be heat stained on the aircraft during its service life. The blue of the Bolecke scheme was applied over areas that were often left in a natural metal finish on the Starfighter and after only a couple of flights some discoloration would have been likely.

Once the pre-shading was

complete, the entire model was then airbrushed in two sessions; first the undersides, and the top surfaces. Two sessions were needed as the entire airframe had to be covered and there was literally nowhere to hold the model safely in order for the whole process to be completed as one job. Tamiya acrylics touch dry very quickly, but having been caught out by the properties of these paints more than once in the past, I put the painted model aside for several days for the paint to fully harden before removing the undercarriage and cockpit masking. Once that was removed, I waited a couple more days before attempting to apply the decals.

Given the complexity of the images, the sheet is more like one normally associated with a Formula One car model. As Revell AG is not renowned for the quality of the decals included in its 1/24th scale F1 series, I was naturally a little apprehensive at the decal application stage. In reality, I did not have too much to worry about. The sheet is well printed and the extensive white and red areas retain their colour density when

applied to the model. In order to get a feel for the properties of the decals, the first ones I applied were the large red images that virtually cover the wing surfaces. I chose these areas because the decals only had to be applied to relatively flat surfaces that would not really have to be handled during the remainder of the decal application process.

The decals are thick and slightly brittle, but they reacted well to Micro Set and Micro Sol, and with a little coaxing bedded down without too much trouble. Leaving them to dry overnight, I went to work on the white striping that covers most of the fuselage. These decals were trickier to apply, but again, with a little patience, and extensive use of Micro Sol, they were eventually made to fit. The only real problem involved the emblem on the rear fin which needed to be cut into two smaller elements in order for it to conform to the sharp curves between the fin and the fuselage. My advice to anyone attempting this or any other similar project is to work around the model methodically and do not attempt the task without

decals that respond well to a setting solution. Certainly with the decals that came in this kit, for all their quality, the task would have been impossible without some agent to soften and coax them into position.

Once the decals were dry, a small amount of adhesive residue was cleaned up with a cotton bud dipped in warm water and mild detergent. Humbrol Matt Cote was then airbrushed over the entire model to seal the decals in and provide a uniform sense of depth to the model. I appreciate that the real aircraft would have been in a satin finish, but matt is more appropriate for 1/72nd scale; satin or certainly a high gloss coat would be simply overpowering in this scale and possibly ruin the visual impact of the finished model.

Final Assembly

The undercarriage is very convincing in that it is near to scale as is possible in 1/72nd. Unfortunately, from a building point of view, the fine detail makes it very fragile and Revell AG have not made things easier by electing a fairly complex design. As



can be seen in the photographs, most of the main elements of the undercarriage have to be fixed in place at a fairly early stage of construction, effectively when the front and rear fuselage halves are joined. As some filler is required around the join in this area, the undercarriage is rather exposed to damage. Mindful of this fact, I only installed the main elements of the undercarriage and handled the model carefully. I am sure that there is a good reason for Revell AG designing things in this manner, but the build sequence seems to be unnecessarily complicated.

The canopy provided in my kit was very clear, but presumably because it was not bagged separately, it had suffered a couple of slight scratches during its time in the box. I polished these out with a small amount of smokers toothpaste (this is slightly more abrasive than the normal variety) applied with my finger. Once I was satisfied with the result, I set about masking the framing on the canopy with thin slithers of Tamiya

masking tape and hand painted the framing in with a medium sized Micro Brush. I had assumed that Eduard or another aftermarket manufacturer produced a set of pre cut masks for this kit, but a search through the Hannants list and several phone calls revealed that no such product as yet exists.

The final task involved attaching the various external navigation lights to the exterior of the model. Revell supplies all these in clear plastic. Prior to cutting them off the sprue, I hand painted them with a mixture of Tamiya Clear Orange and Clear Red. This is not strictly accurate, but just a hint of the translucent colours gave them a much more solid feel which I thought was more appropriate for the model. Attaching them was a slightly fraught process as a wrongly applied dab of glue risked spoiling the finish on the model. Again a Micro Brush (this time the finest in the range) proved its worth, both to apply a tiny spot of UPV glue to the surface of the model, and to pick up and position the lights themselves.

Conclusion/Recommendation

A very enjoyable project. More work than I imagined at the start, but the best projects are often ones like that. The net result is a visually stunning model that is more akin to a F1 car than a jet fighter. The generic nature of Revell's kit leads to some minor constructional difficulties, but these should not present any real challenges to the moderately experienced modeller.

There are a number of other good 1/72nd scale Starfighter kits on the market, in particular the Italeri and Hasegawa kits, but Revell's clearly has the edge in terms of refinement and detail. Years ago as a child, I remember building the old two-seater Starfighter from Matchbox, a model that really did need its panel lines filling. As Revell AG frequently reissue old Matchbox kits in their own boxes, I had momentary fear just after I had bought this kit that I had mistakenly bought a box of purple and yellow plastic covered with deep shallow gouges purporting as surface detail*. Fortunately, my fears were unfounded. This kit has some

challenges, but it is very sound and is likely to be the basis of Starfighter models for years to come.

As always, there are a number of photo etched sets available to further enhance the basic kit, but in this scale, such sets are not really necessary, unless the modeller really wants to go to town and super detail everything. In recent years, 1/48th scale has taken over as being the scale of choice for most aircraft modellers, but new kits in 1/72nd are effectively scaled down versions of their larger cousins and given the quality of this kit, are well worth considering, particularly for modellers who may be limited in the amount of display space they have.

Trevor Paek

* Note. For younger modellers who may not remember Matchbox kits, they tended to be simple, moulded in almost psychedelic coloured plastic, and had panel lines that would have been the size of plough tracks were they scaled up from 1/72nd. However, despite their limitations, the mad engraver was kept well away from some kits and a number are absolute gems. The 1/12th Black Shadow motorcycle that appeared in a Revell box in 2002 and the 1/72nd scale Victor tanker also recently reappeared under the Revell banner.

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Quick Build Hornet Swarm

by David Francis

1/48th Scale

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HANNANTS

Just before Christmas I was in a modelling rut and decided to embark on some retail therapy, this coincided with the arrival of the new Hornet kits at Hannants' North London outpost so after a quick look in the box I headed home with one of each hopefully hidden amongst my Christmas shopping. (This ploy failed as my wife can spot Hannants distinctive yellow bags at 100 yards).

On opening the box you find a common set of plastic mouldings for both the RAF and Naval Hornets; these display a small amount of flash around most parts but are a vast improvement on the Classic Airframe kits of a few years ago as the engraved detail is well done and the trailing edges of the wings and tailplanes are quite thin. The 8-page instruction booklet is also common to both kits but is very clear and easy to follow with all the changes required for each version clearly marked. In a small bag you get the resin parts; in the F.1/F.3 kit there are thirty parts with a detailed cockpit, wheels, radiators and exhaust pipes and in the F.20/NF.21 there are an extra nine

parts with details for the rear observer's cockpit, the night-fighter nose and flame-dampening exhausts. Also supplied is a vac-form canopy and on the NF.21 kit an observer's canopy and camera ports. If you're like me you will be glad to hear that there are two of everything which allows for the odd slip while cutting.

Construction

The first step was to clean up the mouldings; this was done with a sharp knife and a sanding stick and only took a couple of hours while watching TV one night. Be careful to remove the large plastic plugs on the inner surfaces of the wing and tail surfaces.

The fuselage has recessed areas for the camera ports of the F.20 and for the observer's canopy and floor hatch on the NF.21 and these were a great help in cutting out the correct shapes. The only major surgery required is to remove an area of the front fuselage so you can fit a resin gun panel and, if you are building the NF.21, to remove the nose to fit the resin night-fighter nose.

A word of warning: do not cut on



D.H. Hornet F Mk I/F Mk 3

| |
|---|
| Scale: 1/48th |
| Kit No: 458 |
| Price: £34.95 |
| Panel Lines: Recessed ✓ |
| Status: New Tooling ✓ |
| Production: Limited |
| Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic |
| Components: Plastic 70 (Dark Grey), Resin 30, Clear 2 |
| Decal Options: 2 |
| Manufacturer: Classic Airframes |
| UK Importer: Hannants |

the panel lines as this will remove too much plastic, instead cut just below or in front of the panel lines and then tape the fuselage halves together. Now you can slowly sand the plastic back while test fitting the resin to get a good fit and as is usual I mucked up! On the NF.21 nose I ended up removing too much plastic so I rescued it by leaving some of the casting block on the resin nose and

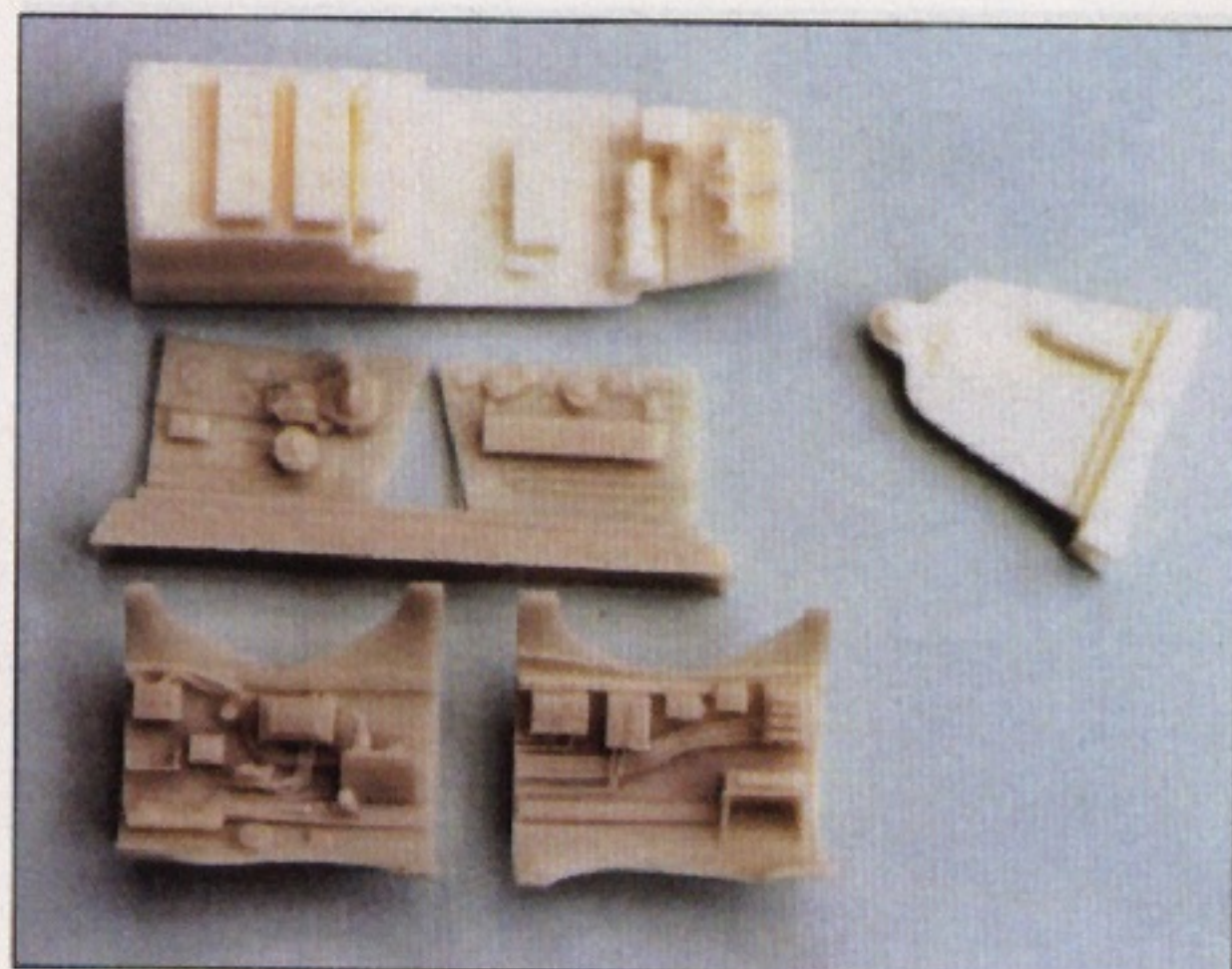


D.H. Sea Hornet F Mk 20/NF Mk 21

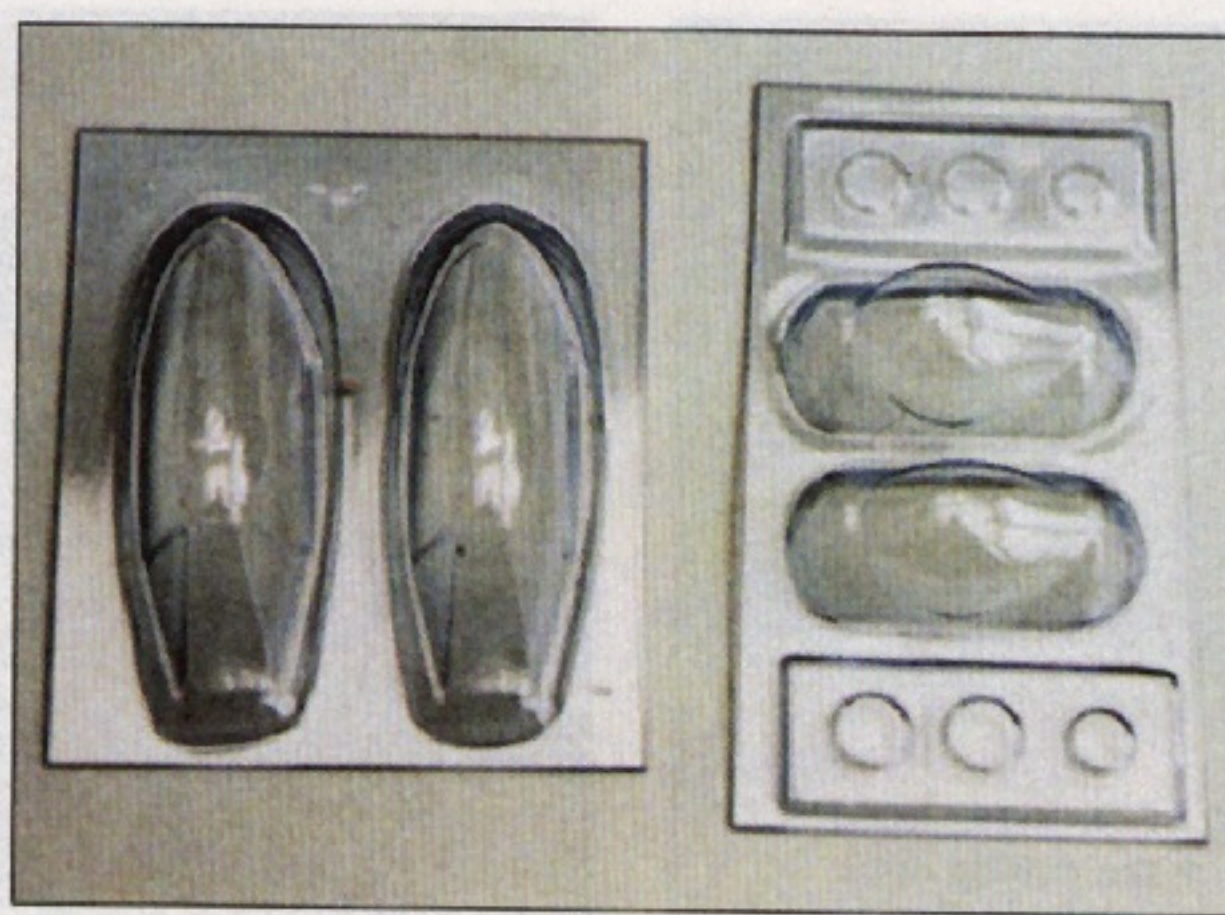
| |
|---|
| Scale: 1/48th |
| Kit No: 459 |
| Price: £34.95 |
| Panel Lines: Recessed ✓ |
| Status: New Tooling ✓ |
| Production: Limited |
| Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic |
| Components: Plastic 70 (Dark Grey), Resin 43, Clear 5 |
| Decal Options: 2 |
| Manufacturer: Classic Airframes |
| UK Importer: Hannants |

then filling the gap with Milliput to restore the correct profile.

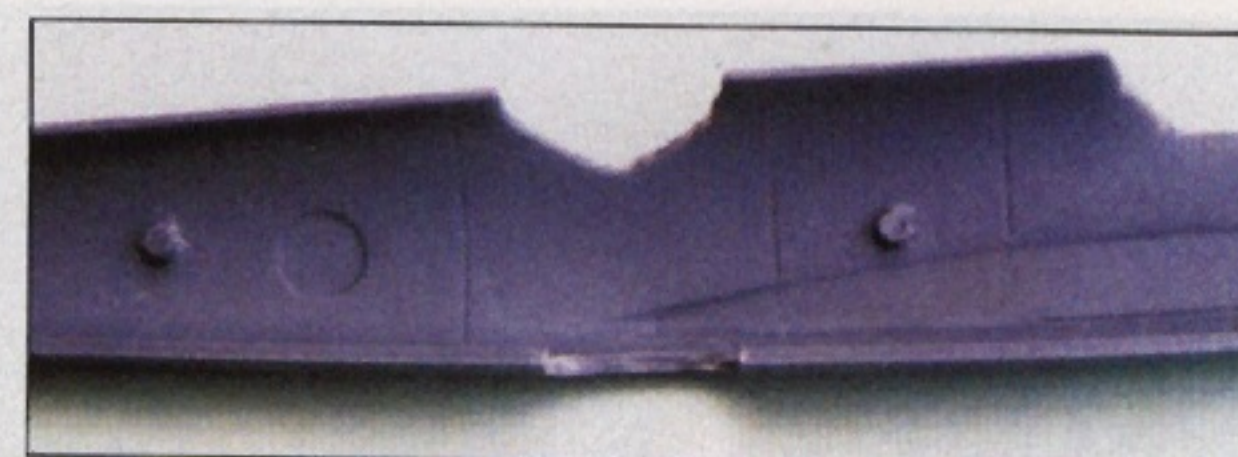
Now you can start the detail painting of the resin interior after you remove the small casting blocks. This is predominantly black so I used Tamiya XF69 NATO Black, which is a great scale shade and does not hide all the detail on the mouldings. Once dry I dry-brushed with Poly S Scale Black (RLM 66) and Humbrol



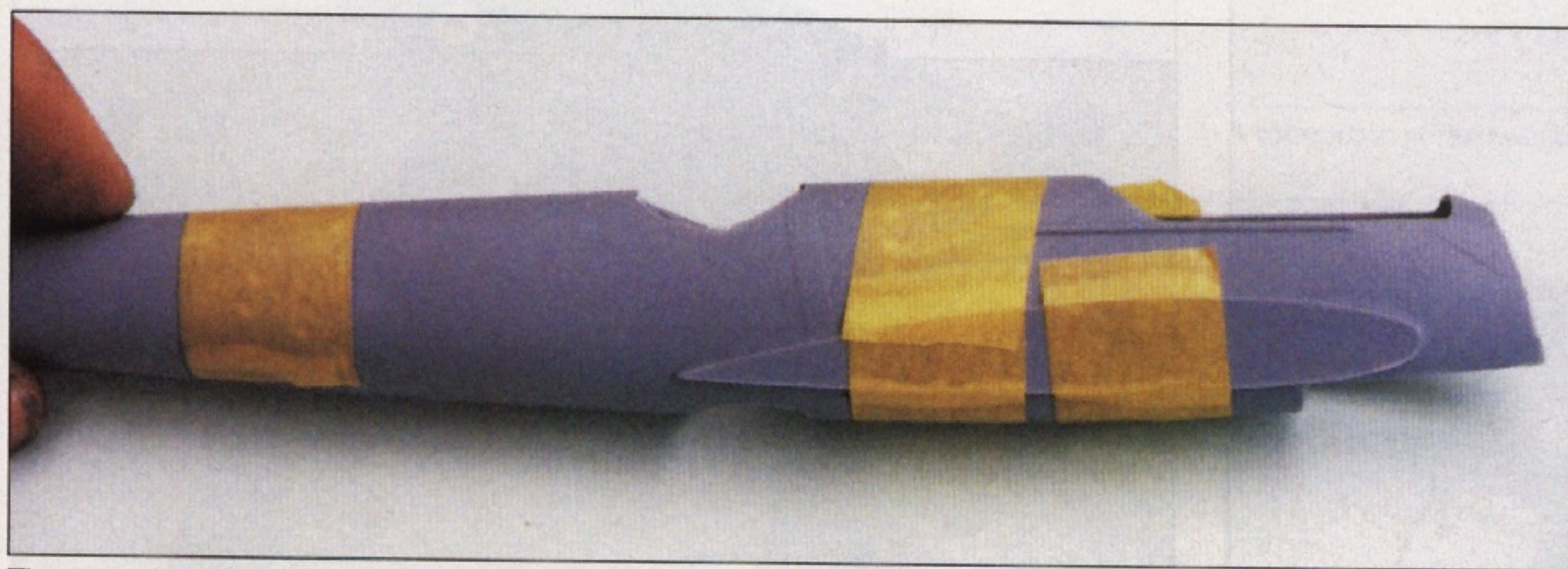
The resin cockpits are well detailed and fit to the plastic parts with minimal cleaning up



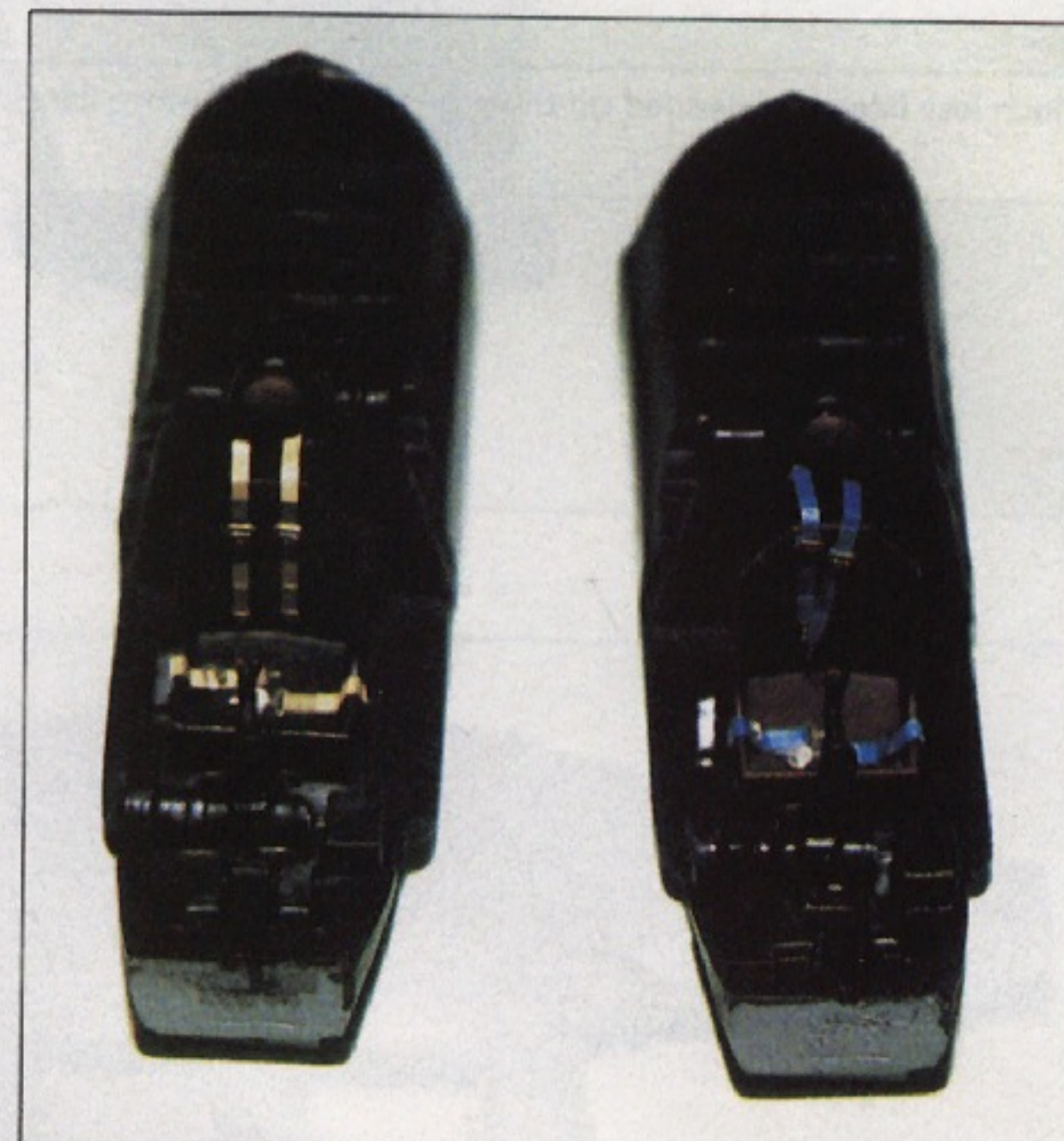
The vac-formed clear parts are duplicated so I got adventurous and opened the canopy on the NF21 knowing that I had a spare



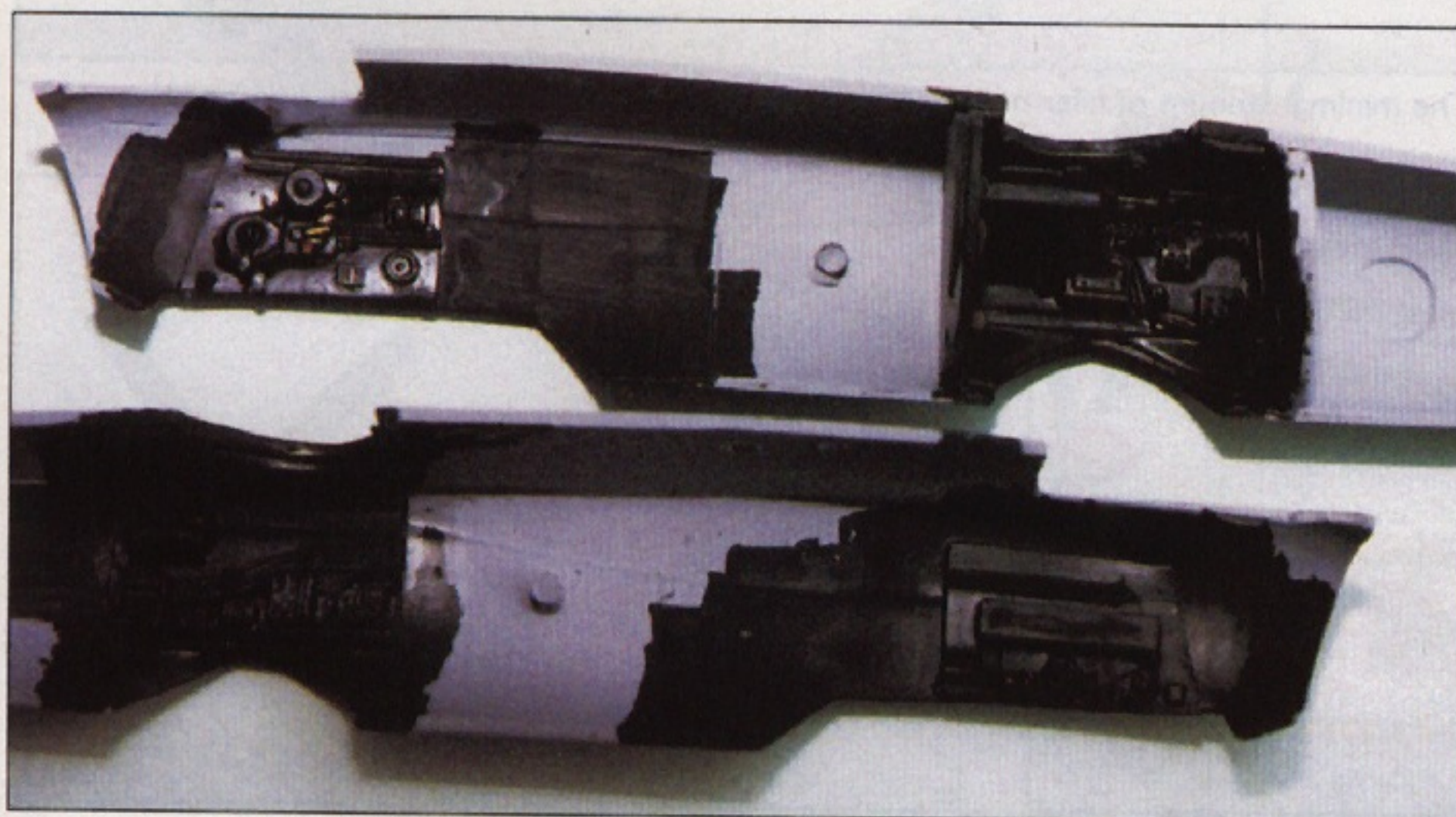
The bulkhead positions are engraved on the sidewalls, as are the positions of hatches and camera ports. Some of the large pour stubs need to be sanded down before the resin parts will fit



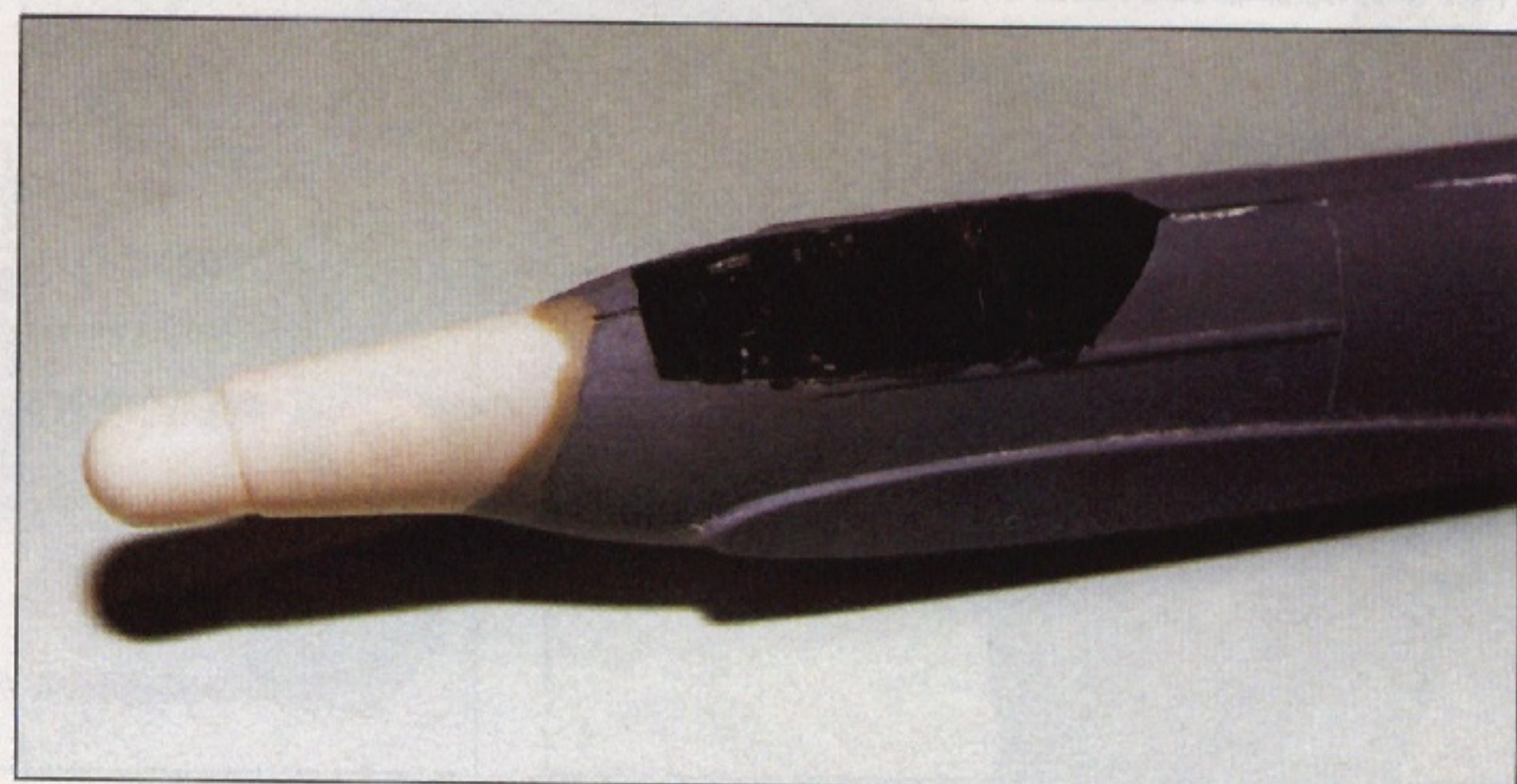
The nose job on the NF21; I have removed too much plastic and had to resort to some filling



The brown seat with blue straps added some much-needed colour to the F.1 cockpit



The black holes. A little dry brushing with aluminium helps lift out the details but once you close up the fuselage a lot of it becomes invisible unless you open up the canopies



Getting this to look right took about two hours work as I had difficulty fairing in the filler smoothly

Aluminium to lift out the detail followed by picking out some of the knobs and levers with red, yellow and grey.

I remembered building a 1/72nd kit by Skybirds 86 and it mentioned that the early Hornets were fitted with a dark brown Bakelite seat with blue straps so this is what I used in my F.1.

In my view one of the big advances for the average modeller is Eduard's pre-painted seat belts. These are amazing with stitching clearly visible which would be beyond my ability to paint, and their late RAF seat belt set has an example in blue as well as the normal buff shade, so these were used on all the seats on both of my kits.

On the inside of the fuselage halves there are engraved guidelines that enable you to line up the resin bulkheads and cockpit and at this point you can also install the tailwheel bay before joining the fuselage halves. The fit is superb with only a small amount of Tippex needed to tidy up the joins. I now turned to the tail area; here you are given the choice of two styles of rudder, with or without the long tail

fillet, and two types of tailplane, the shorter one used on early F.1s or the longer type that was refitted to the F.1 and became standard on the later models. To these you add three small resin bumps; luckily four are supplied as these are easy to drop and impossible to find. Once again the fit of these was very good with only a small amount of filler needed to tidy up the join. On the naval models you will now add the arrestor hook, which is made up of four parts and some test fitting and sanding is needed to obtain a good fit on these parts.

The wing was now assembled, not forgetting to fix the resin radiators. I found that if you fix these to the lower wing and leave the top wing free-floating you can get a better join when you attach the wing to the fuselage. The wing attaches with a simple butt join and I would be tempted to make up some spars on my next kit to help maintain the correct dihedral. This is the only hard part on this kit as the butt joins used on all the flight surfaces make it hard to keep all the angles the same; now if only some one can

make me a magic tool?

The engine nacelles are now assembled, and feature a bulkhead at the front but have minimal detail and could do with a few extra bits of pipework from fuse wire. At this point you also have to fit the resin exhaust pipes, which are superb and even feature small holes at the end of each pipe.

On test fitting the engine nacelles to the wing I found that a small amount of plastic needs to be removed from the radiator housing on the left wing of both models. This took a few minutes with a needle file and once done the fit was quite good.

The kit supplies a set of resin bomb racks and four rocket rails to fit under the wings if you wish but no weaponry (shades of Hasagawa). However these are easy to find from the spares box or other kits if required. I now added the resin flame dampers on the NF21; be careful here as I glued mine on too high and only noticed when I came to paint the demarcation line on the nacelles.

I now moved to the sub-assemblies that I would attach after I had applied the paint schemes. The

undercarriage is made up of four plastic and four resin parts and these fit together well. However it helps the fit later if you shorten the longer arm on part A10 as this spreads the undercarriage and makes for a tight fit into the undercarriage bay. Once assembled you can fit the resin wheels which have a good level of detail but are of the type fitted to early Hornets and are not really correct for the later marks.

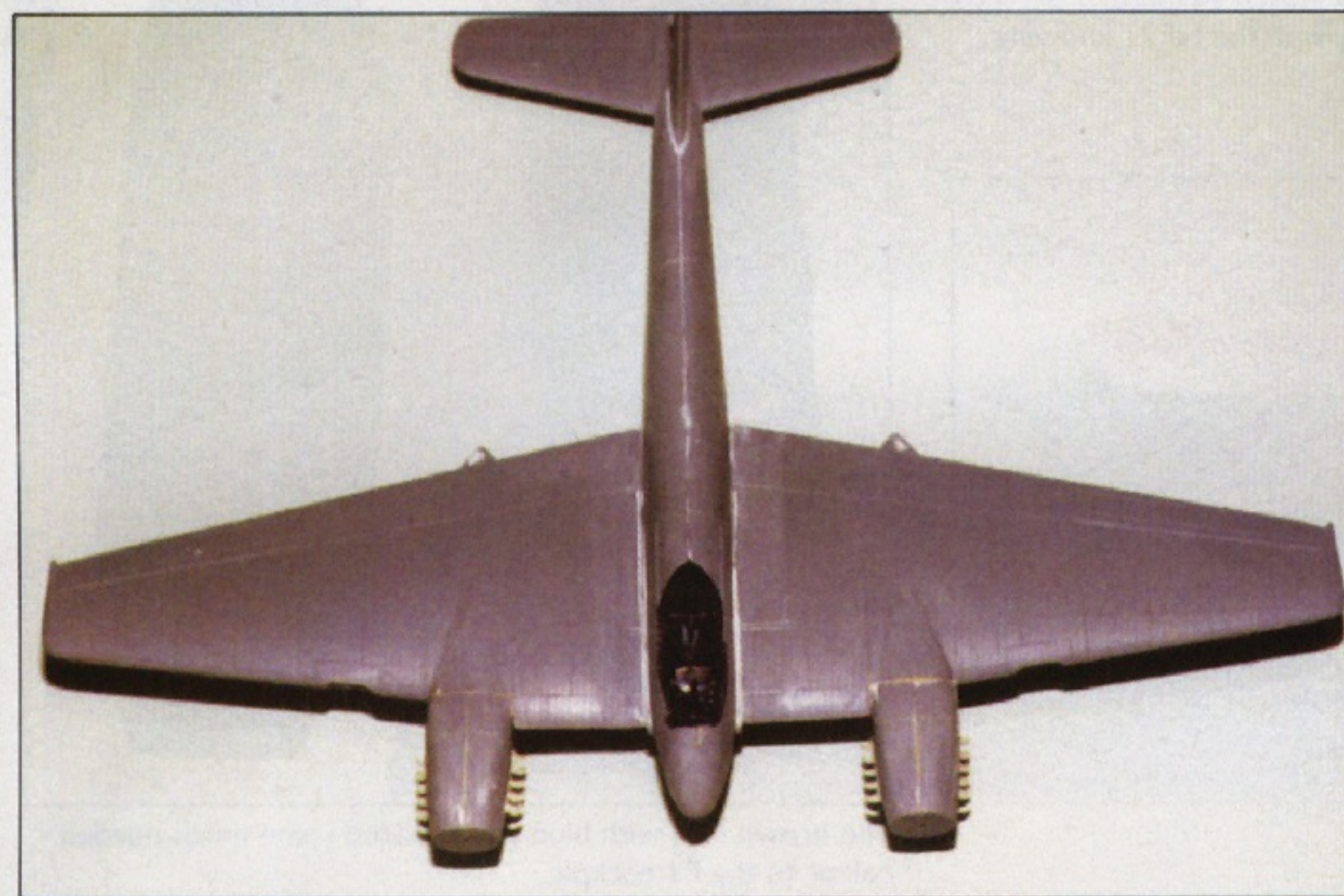
The tailwheel is in two parts and should look like the anti-shimmy type fitted to the Mosquito, so insert a slightly smaller thin plastic disc to improve its look. The tailwheel yolk is a fine bit of resin casting and shows some nice detail.

The propellers are correctly handed so do not get the blades mixed up. I marked all the right hand blades with a touch of red at their base. The blades have a plug moulded on their base which when fitted to the back plate sets the right pitch angles, and made this difficult task a piece of cake.

Once painted these sub-assemblies were added to the model and I was on the home straight. The



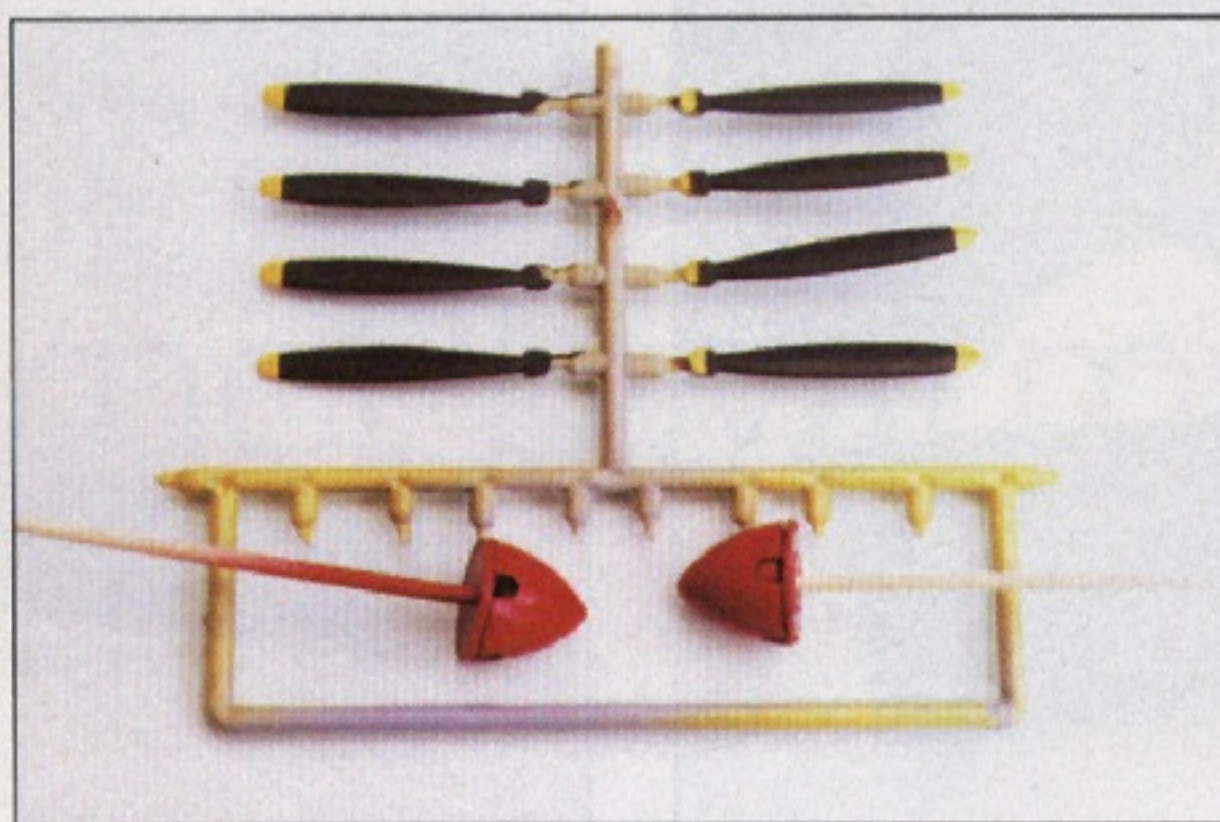
Much less filler was needed on the gun bay, as I was more careful with the cutting out



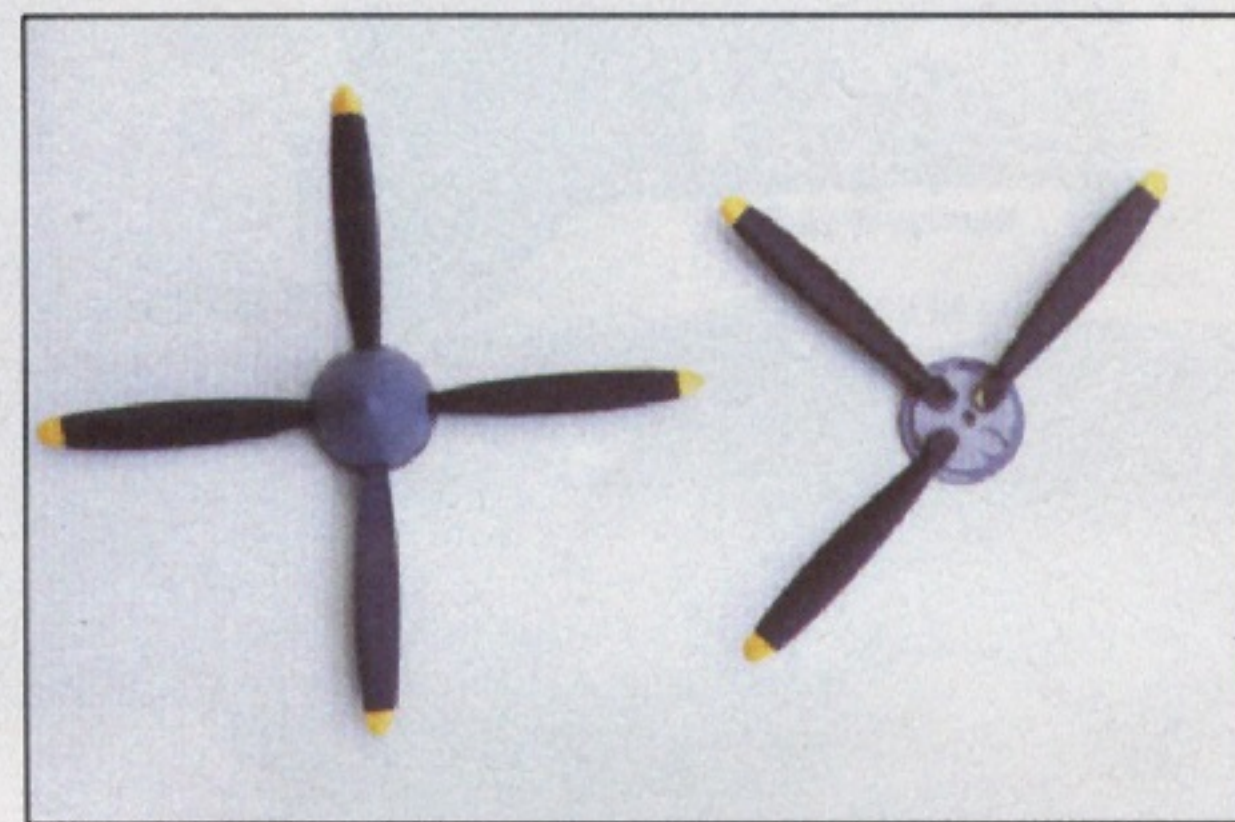
There are two small sink marks on the rear nacelles, which needed a small amount of Tippex to fill



This housing needed a small amount sanding off on the left wing on both models



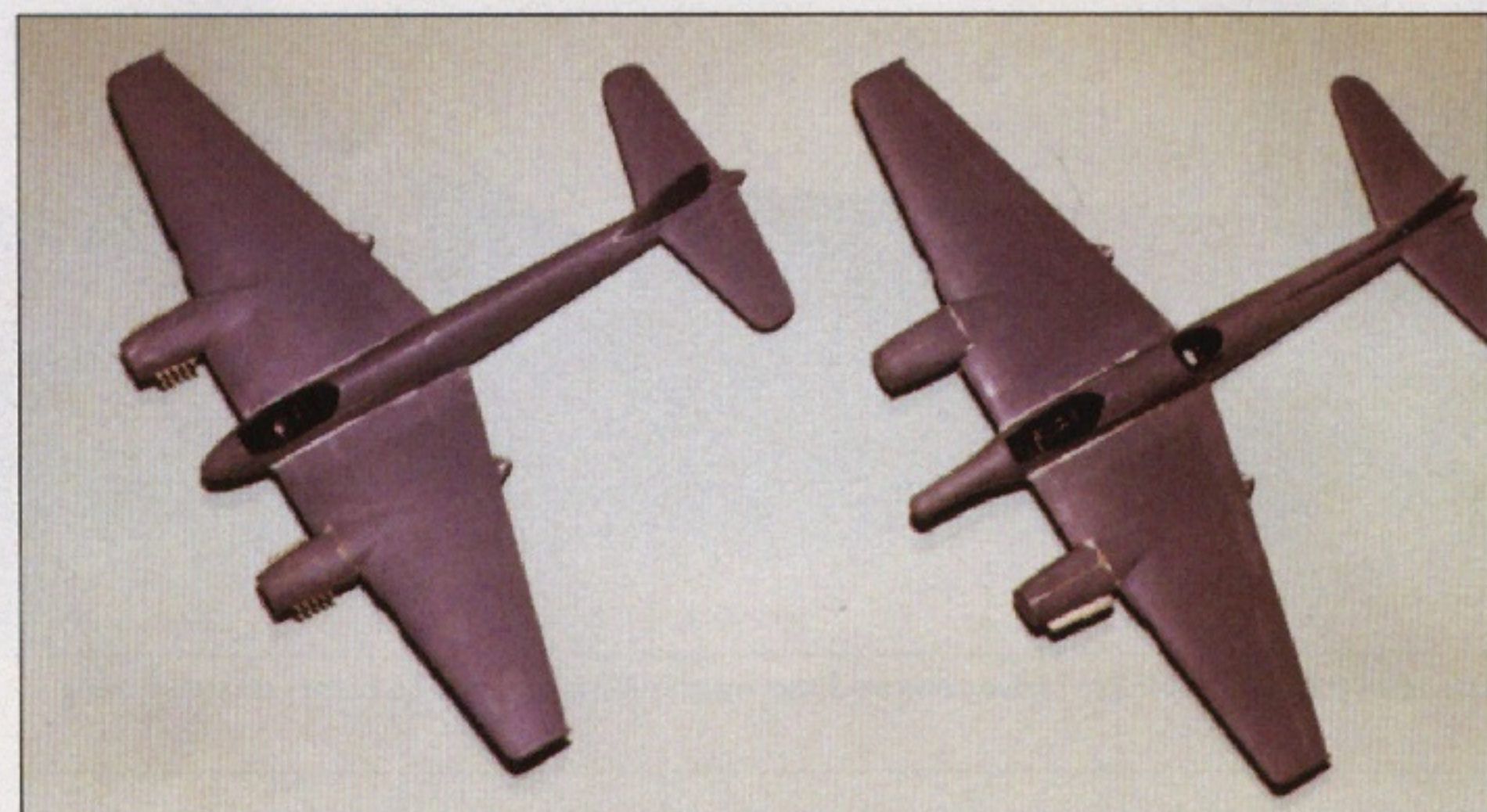
The propellers were painted on the sprue. I marked the base of one set so I did not get them mixed up



Good design has made construction of these parts easy



A small amount of filler was needed on the wing joint, I have applied some Krystal Klear to fill any small depressions left in the joint. The residue is then wiped off with a damp kitchen towel



The minimal amount of filler needed on the two models can be seen in this photograph

only real bugbear on this kit for me was the canopies. They were lovely and clear and easy to cut out; the observer's canopy and the porthole for the lower hatch fitted like a glove. But the main canopy has two errors; the shape at the rear is well out, instead of the scalloped shape shown on the painting guide, you have a straight line and the front of the windscreen also looks wrong. On my next model I will try carving the canopy to a better shape or hopefully Squadron will produce a corrected canopy by the time you read this?

Accuracy

The kit measures up well to the plans and dimensions published in reference

De Havilland Hornet, Warpaint No. 19 by Tony Butler with the exception of the canopies. A small error on the navy kits is the lack of any wing fold detail; there should be a more noticeable line at the fold point and two small bumps above and below each wing that could have been included in the resin parts.

One odd thing is the porthole on

the lower hatch of the NF.21. I could find no reference to it in photographs or on plans and was all set to fill it in when after a visit on the internet I got into an e-mail discussion with another modeller who sent me a picture of an NF.21 with the hatch down and a porthole just visible so it was fitted to some night fighters but not all. (Thank you Mr Eisenman)

Markings

Each kit comes with two options; the F.1/E.3 features an F.1 of No. 65 Sqn Linton-on-Ouse, 1947 in overall aluminium dope with red spinners and an arrow design on wing and fuselage and an F.3 of No.80 Sqn in PRU Blue undersides with green and grey camouflage on top. This features

the bars either side of the fuselage in maroon with a yellow triangle and blue spinners.

The F.20/NF.21 boxing features an F.20 of No.728 Sqn at Hal Far, Malta in overall aluminium, yellow spinners and a yellow lightning bolt on the tail and a NF.21 in the classic Extra Dark Sea Grey over Sky scheme from No.809 Sqn with the white ensign on the tail.

Painting

The aluminium finish on my single-seater was painted with Halfords Aluminium and the spinners in Humbrol gloss red.

The Navy scheme was air brushed with Xtracolor Sky and Extra Dark Sea Grey thinned with artists' white spirit. After the decals were applied

both models were given a coat of Poly S matt varnish.

Decals

These are produced by Microscale and were thin and in register and bedded down well when treated with Micro sol and set. The only problem is that the shade of red used is too light for post-war markings. On the single-seater I used the example in the kit but on the NF.21 I replaced them with Xtradecal Type D roundels.

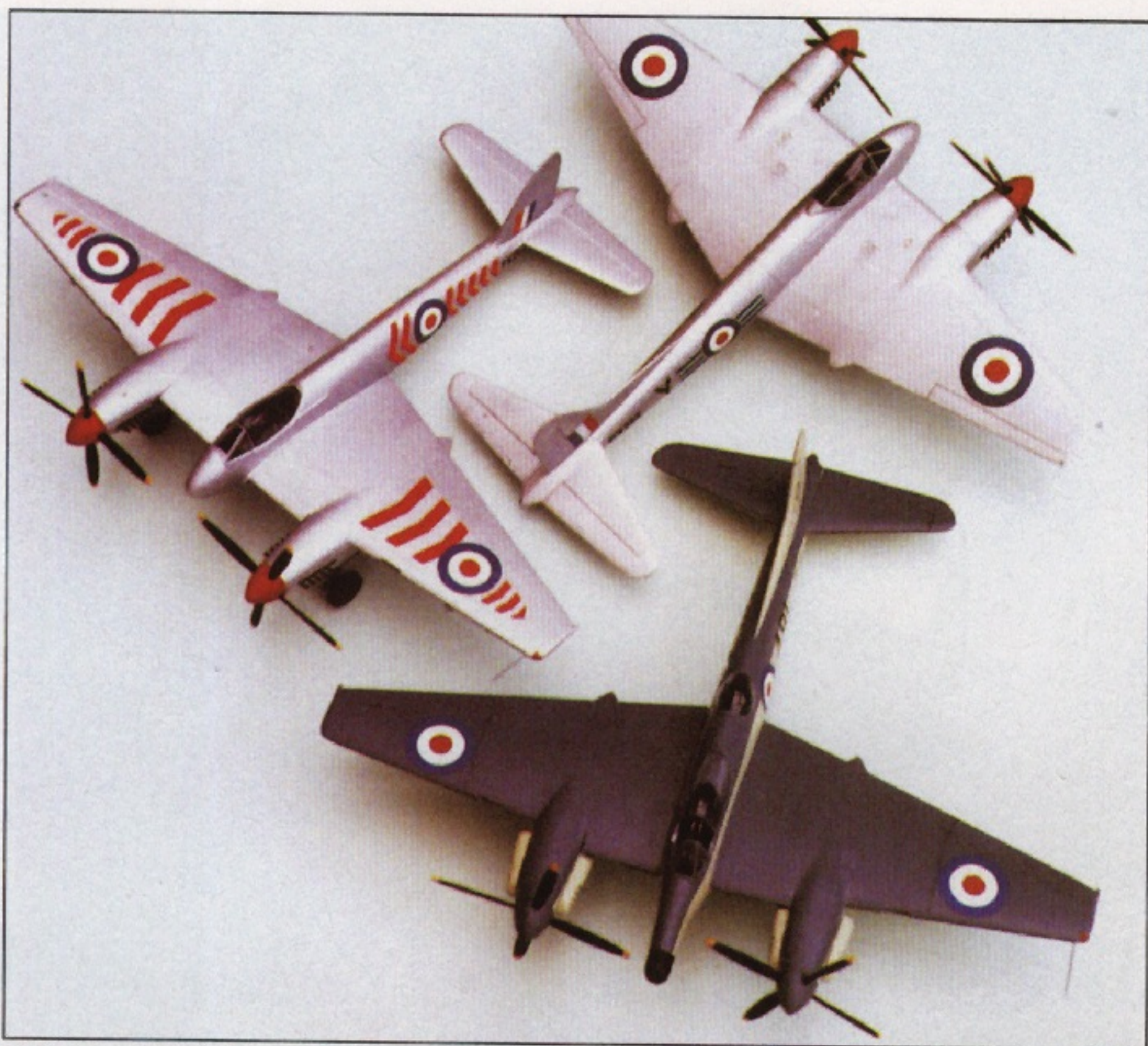
By the time you read this a correction sheet will be available from Xtradecal with eight further schemes and correct colours on the national markings. Decal Rating = 6/10.

Conclusion

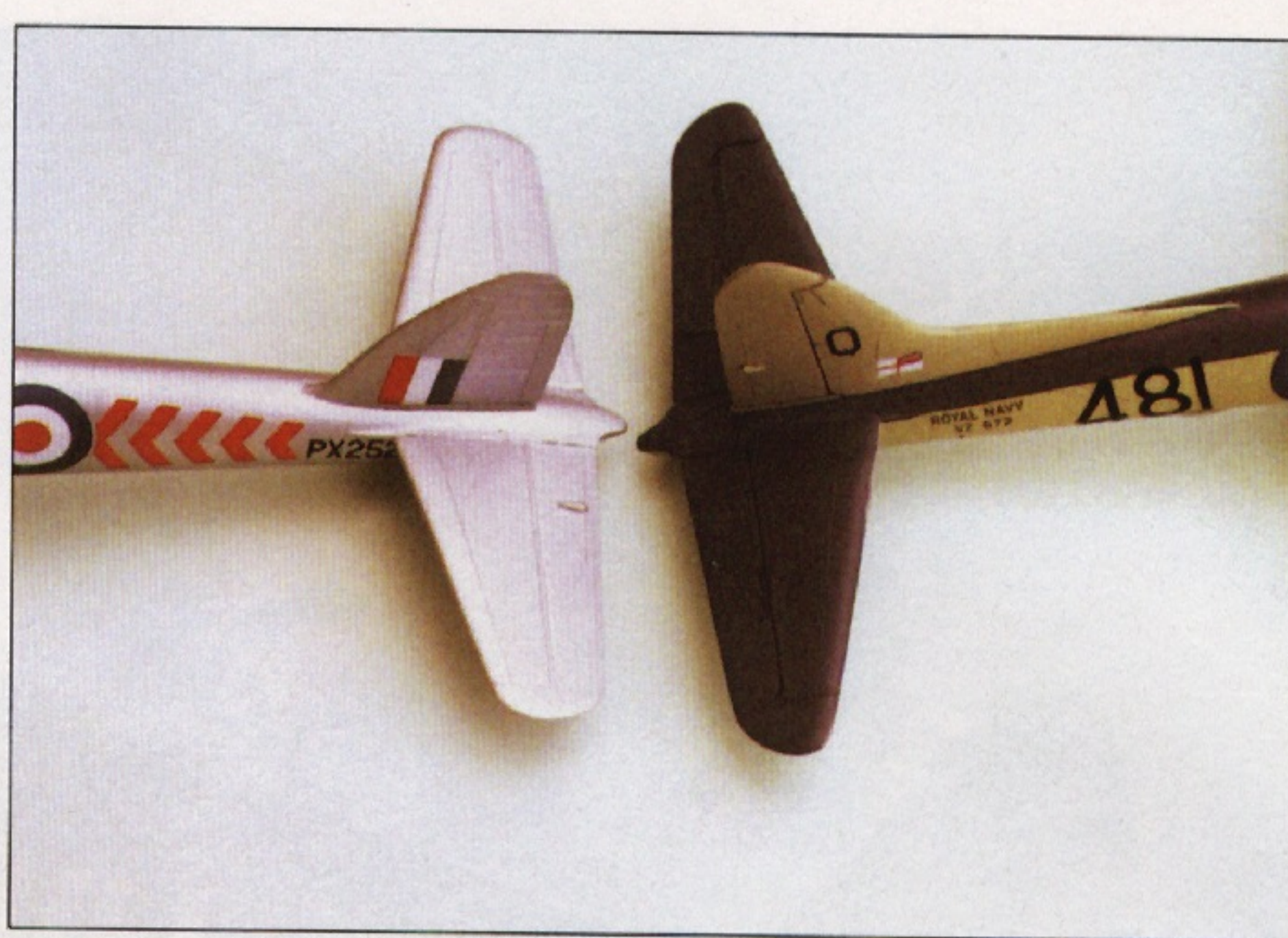
I have bought two more; enough said!

OK a bit more, at the end of the day I was pleased with my Hornets, they are well detailed with a good standard of fit. There may be a few errors and I wish they had included drop tanks and a brass fret for the instrument panel and seat belts, but this would all come at a higher price.





Their breeding! A Dynavector F3 completes the family. Being picky note the lighter red on the F.I markings



A comparison of the two tails



The completed F.I. makes for a colourful addition to the model shelf



The NF21. Is this the smartest British colour scheme? I have engraved the wing fold and applied an ink wash to emphasise it

Already announced are some extras for these kits; resin sets from Cooper Details for late-mark wheels, a wing fold and a weapon set plus the Xtradecal decal sheet, and all this for a limited-run kit. And there's the important bit, with a limited production run I doubt if this kit will be around next year (anyone seen a Classic Airframe Whirlwind recently?) so buy now or miss out on a great kit.

Recommended to all but the newest modeller. Classic Airframes kits are imported and distributed in the UK by Hannants.

David Francis

Correction

Shortly after I had finished the Hornets I took them to my first model show of the year. I was admiring another Sea Hornet on one of the club stands when to my horror I noticed that it looked different from mine! On mine I had attached the exhaust flame dampers the wrong way round in my last minute rush to finish the model.

I do not even have the reviewers normal get out of an early test shot with no instructions as it is clearly shown in the instructions and on the box art so apologies to the reader for this lapse and I will try to read the instructions next time I build a kit for review. I am now off to beat myself with a big stick.



The navigation lights were made using Tamiya clear paints over Humbrol silver



Halesworth Thunderbolt

1/32nd Scale

Manufactured by



by Paul Carroll

I suppose that we all have our favourite aircraft. For me the P-47 Thunderbolt, E.E. Lightning and the F-4 Phantom provide me with a wealth of subject matter to dream about and ultimately model. Of course modelling is different things to different people, the variety of approaches and choices makes it the great hobby that it is. Modelling has evocative roots in my childhood with my father taking what felt like months to build an Airfix 1/72nd scale Stuka on the dining room table, a task which I proved could be completed more quickly when I built my first kit, an Airfix Zero, in the time after school before my father got home from work. Three hours, including paint and transfers!

My interest in the P-47 began in the 1980s when my mother and father moved to Suffolk, not too far from Halesworth, which during WWII was the second home of the 56th Fighter Group (FG), 'Zemke's Wolf Pack', the only USAAF group to



operate the Thunderbolt for the duration of WWII. Although the colour schemes offered by Halesworth machines could not compare to those worn by the group when it moved to Boxted, the plain Olive Drab and Neutral Grey with red nose and rudder still holds an aesthetic attraction for me.

Revell's 1/32nd P-47 Thunderbolt

I have always preferred large scales simply because they provide greater scope for detailing and as my eyesight tires with age, seat belts with buckles are easier to make. The impact of large scale models is

something which impresses me and the P-47 in 1/32nd is certainly large. The Revell 1/32nd P-47 is now quite old and has some inaccuracies, which with care and patience can be improved. Jerry Rutman of Pennsylvania, USA manufactures some excellent aftermarket replacement parts in resin, metal and photo-etched, which go a long way to improving Revell's offering.

The main areas that need to be improved are the cowling, propeller, undercarriage, cockpit, gun-ports and blast tubes, pylons and exhaust outlets. The rudder is slightly too narrow in chord, but I felt I could live with this. Surface 'detailing' is intense, comprising raised lines and

a lot of rivets. I decided to re-scribe the model using a Bare-Metal Foil scriber.

Having decided to model Robert Johnson's Razorback P-47 as it appeared at the end of March/beginning of April 1944, the time of the Group's move to Boxted, I set to work. Re-scribing has always been one of the most boring aspects of modelling for me, but with care and determination old kits can be transformed. My first task was to stick the wing halves together, although if you decide to use the Rutman replacement undercarriage bays, surgery will be required before you do. I had already started my P-47 before discovering the replacements so decided to leave well alone. The elevators received the same treatment, as did each fuselage half. At this point I removed the oil-cooler exhaust outlets on each fuselage and cut off the rear part of the cowling, which is molded integrally with the fuselage. I also cut out the gun ports and added the



Rutman parts using superglue. The gun ports on the actual aircraft are parallel with the ground and do not follow the line of the wing, as do those on the Revell kit.

I replaced the exhaust outlets with plasticard taking care to ensure the correct angle to the fuselage. Throughout the building I used the excellent plans in Detail & Scale's P-47 publication. I also used the existing raised, moulded lines as a starting point and then rubbed each surface down. The depth of scribing depends on personal taste; I prefer mine moderately deep so that layers of paint/varnish do not obscure the detail.

Cockpit

As a break from scribing I worked on the cockpit using Rutman's photo-etched parts. This was a new concept for me and I found the results breathtaking. The parts for the instrument panel simply pop-off their backing. Helen, my beloved, smokes, which provided me with

that elusive grade of cellophane from which the 'glass' in the instruments is manufactured. I used small dabs of superglue to secure the cellophane to the instrument back panel sandwiching it with the front panel. Take care as the curing process can cloud the 'glass'. I used the kit instrument panel as a base for the Rutman parts, carefully removing parts of the rudder pedal mountings to ensure a better fit in the cockpit. The other photo-etched parts can be used to enhance the resin interior.

Cockpit Walls

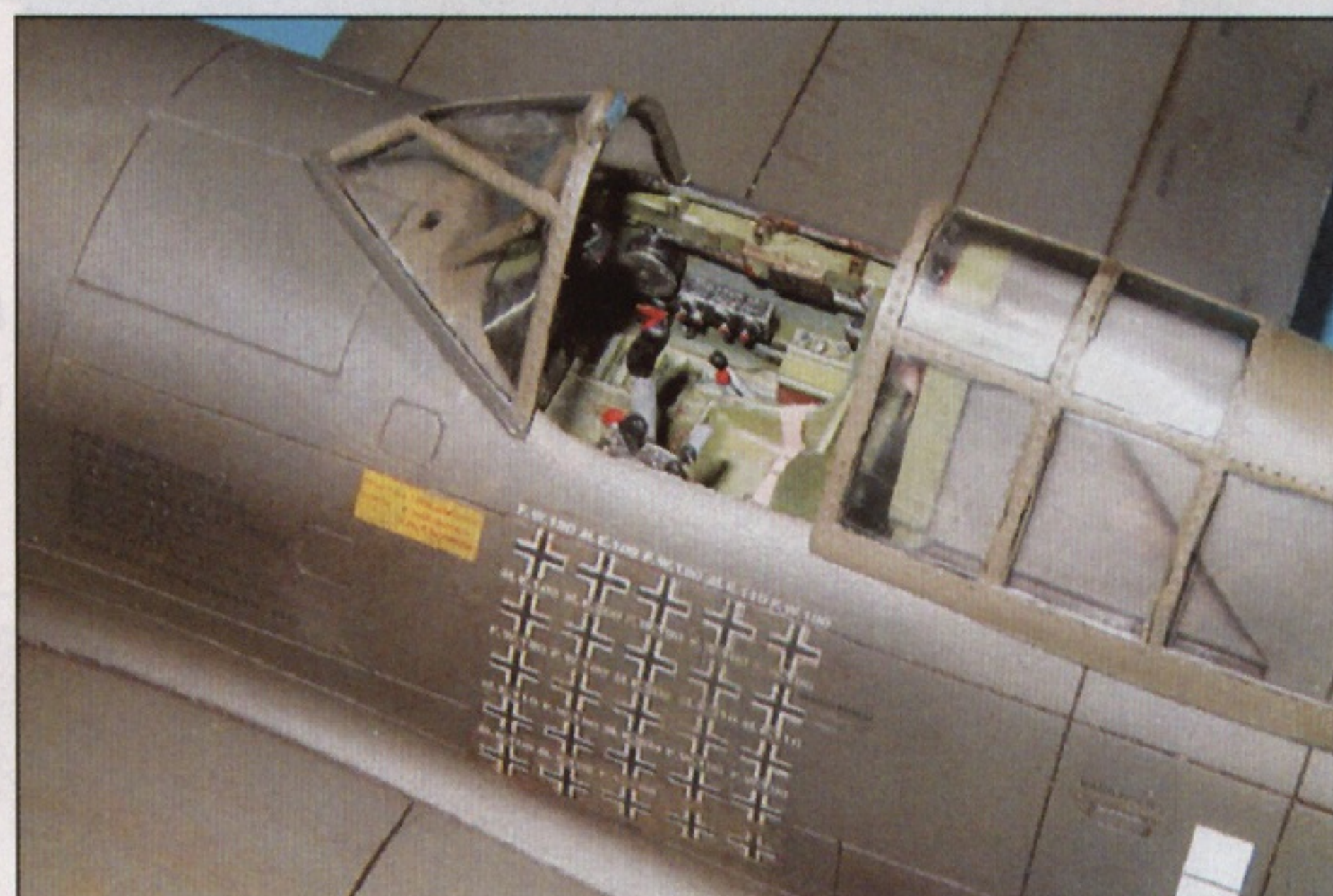
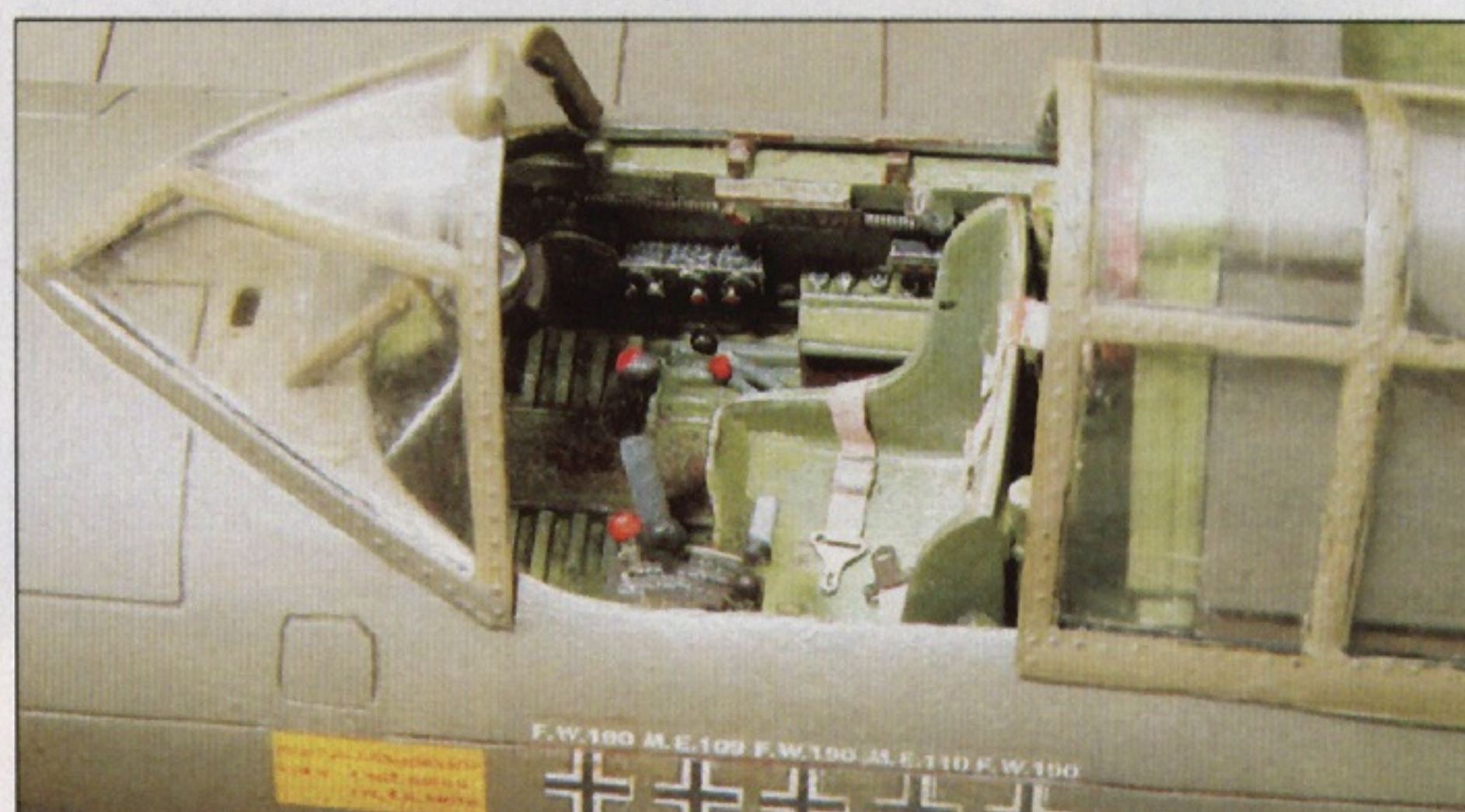
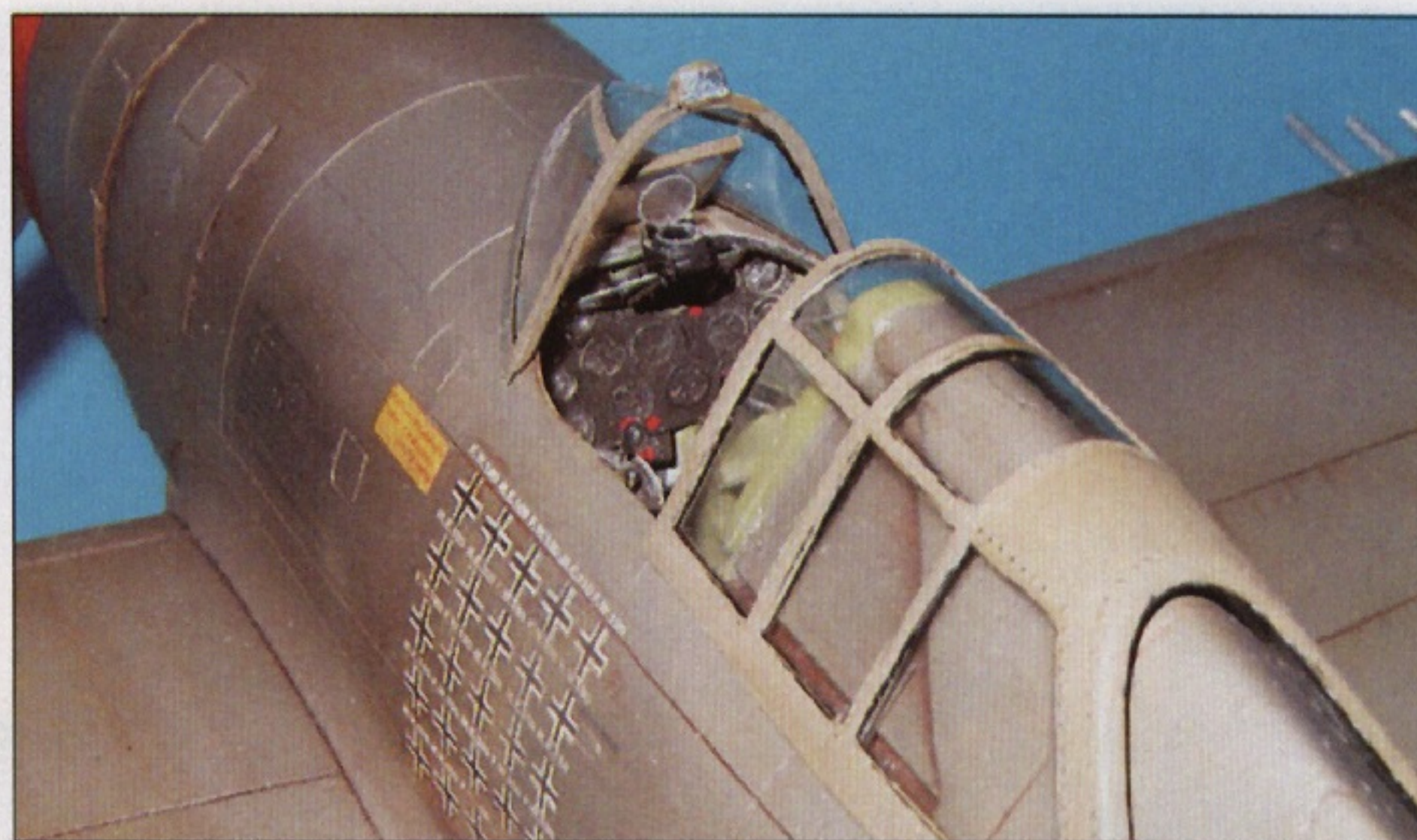
Although Rutman provides photo-etched parts for the seat belt buckles, I decided to use some from Waldron, in conjunction with masking tape, carefully cut and painstakingly threaded. Using tweezers, insanity lurks close by with this part of the operation. The throttle can be cunningly manufactured using Rutman's photo-etched parts and blobs of white glue for knobs. Careful

painting with Humbrol Interior Green and weathering with a dry brush using lightened base colours is not difficult and makes all the difference in the world. The odd spot of red and yellow, referring to the photographs in Detail & Scale title, brings a little life to the cockpit visually.

Test fit the cockpit parts before committing superglue; it helps to know exactly how this unit will fit into the Revell parts. Resin parts can be extremely brittle and once glued are difficult to separate. I started by gluing the rear cockpit bulkhead to the starboard fuselage half followed by the cockpit floor. Then the starboard fuselage panel was mounted followed by the left. I found that I needed to remove the two lugs from the front of the two fuselage side panels in order to get the main instrument panel in the right place. Placing and fitting the main instrument panel in the fuselage takes a little care and imagination but once in place it looks stunning.

Engine & Propeller

A final careful inspection, filling and sanding of the various airframe components followed. Once I was satisfied with this process I began work on the engine. I drilled a hole in the back of the resin propeller hub to receive a shaft that I made from a length of aluminium tubing; holes were made in the crankcase and cylinder blocks for the same purpose. The cylinders were painted black and carefully dry-brushed with silver. It is important to use a very dry brush to produce a finish with 'depth'. The Rutman replacement cowling needs a little careful sanding, internally, so that the engine fits comfortably. Take care, however, not to create too loose a fit between engine & cowling; a moderately tight fit will contribute to the structural integrity of the build. I cut the Revell engine bulkhead so that it fitted onto the Rutman replacement item using superglue. A little trial fitting between cutting



is advisable to achieve the correct position of the engine within the cowling. Once I was satisfied that I had the correct fit I painted the inside of the cowling and the undercarriage bays Zinc-chromate Yellow, although Interior Green was used on some P-47s.

Painting

Once all of the surfaces have been carefully scribed and sanded and the scribing cleaned of dust, it is time to undercoat. I also prepared the Rutman propeller and undercarriage for undercoat at this point. Giving the parts an undercoat of Halfords Grey Primer shows up scratches and imperfections, it also helps one see the aircraft more as a complete entity rather than lots of oddly coloured parts. I use Halfords Grey Primer from an aerosol can. This is, of course, designed for car-use and as such should be sprayed in an area that is not going to be damaged by overspray; kitchen counters and dining room table are definitely not

good choices and may lead to serious injury! Several thin coats are preferable and once complete should be allowed to dry for a few days. I left mine for a week.

Transparencies

The Revell cockpit transparencies are passably clear although I carefully sawed off the two mounting ridges on the inside of the main canopy which cause optical distortion. I then sanded the scars smooth with various grades of fine wet and dry finishing with Bare-Metal Foil polish and then a silver cloth. Careful masking with masking tape or Bare-Metal Foil will produce a good result. The navigation lights at each wingtip were manufactured from an old toothbrush, one of my favourite sources of transparent plastic in various colours. I realise that many navigation lights are transparent with coloured bulbs but artistic license sometimes just has to take precedence. I masked the navigation lights with masking fluid.

Replacement tyres from Rutman have to be removed from a small moulding block and the lost tread is easily replaced with a fine razor-saw. Rutman's replacement undercarriage legs are a great improvement on the Revell items and replicate the correct 'sit' of the aircraft.

The distinctive red nose of the 56th FG was achieved by first ensuring a smooth finish on the cowling, an undercoat with matt white is optional. I hand painted the red nose and rudder, rather than use the airbrush; I have always shied away from using the airbrush for small amounts of painting. Once dry I masked the nose and rudder, filled the cockpit with damp tissue paper and covered it with masking tape for safety. I treated the undercarriage bays and wing-tip navigation lights in the same way.

The underside of the aircraft and the various doors and pylons were painted Neutral Grey and the topside Olive Drab. I airbrushed the fuselage sides freehand, taking care

that the demarcation line was not too soft. This was achieved with the aid of a hand-held paper mask. I use a Badger 200 single-action airbrush and feel that I have more control over the width of line, just personal taste. I painted my P-47 using Hannants Xtracolor. This gloss finish helps decal placement and I used Micro Set and Sol agents to further aid the process. I used the Superscale set for Robert Johnson's machine. Placing the decals is my favourite part of the whole operation and one that I have always enjoyed. I carefully check alignment of the decals with photographs or plans. The stars and bars on the side of the fuselage of the P-47 are always slightly difficult because of the intercooler doors, but care, patience and a very sharp blade will produce a good result. Some of the decals were mis-numbered on the sheet and I used photographic references of the full scale machine to locate certain stencilling. In spite of the gloss



finish, some silvering occurred. This I cured by pricking the offending area with the tip of a very sharp blade and then carefully applying Xtracolor gloss varnish. This fills the air pockets that cause the silvering and all is well.

At this point I placed the gun blast tubes in the wings using superglue. These were made from lengths of aluminium tube and look extremely effective.

Once the decals had dried I carefully wiped the airframe with a cloth dipped in warm water to remove any residual adhesive and setting solutions. I then used a wash of Burnt Umber oil paint heavily diluted with white spirit and ran the mixture into the panel lines. I waited an hour and carefully wiped the greater part of this 'weathering' medium off using a lint-free cloth dipped in white spirit. I rubbed in the direction of 'airflow'.

After allowing the wash to dry I carefully sprayed the whole airframe with Xtracolor matt varnish.

Final Construction

Final construction involved mounting the cockpit transparencies, including the armoured glass and gunsight, the undercarriage and doors, the pitot head, radio masts and wire and lights. The pitot head was made from two hypodermic syringe needles, one inside the other, and a piece of brass for the vane cunningly fabricated from a piece of Christmas table decoration. Heating a length of flower-arranging wire and pushing it into the wing and then cutting it to length made the VHF aerial under the port wing. The gun camera transparency is Humbrol Clear Cote. The signal lights under the starboard wing were made using a Waldron punch & die set. I punched three different coloured discs from the end of developed slide film. Once stuck to the wing they appear quite convincing as unlit lights. The undercarriage doors as supplied can be improved upon and need to be thicker in places. I chose to use the doors unaltered but made

actuating cylinders from aluminium tubing and wire. I replicated the bracket on the undercarriage door and the oleo compression arm with wire, both fiddly additions secured with superglue and held breath. The tailwheel needs a little care to ensure the correct sit of the aircraft. Throughout the build it is advisable to look at photographs of the real thing and have plans to hand to ensure correct alignments of undercarriage doors and other parts whose location is not secured with moulded pins. I always find a project teaches me things for the next time. Observation is something I really learned this time and several parts had to be carefully removed and replaced because I did not look carefully.

Conclusion

Although I am very pleased with the end result, my next project will be something a little more straightforward and probably, virtually straight out of the box.

Having said that, and owning a number of sets of Jerry Rutman's finest parts, I am dreaming of Gabreski's or Schilling's 'Bubbletops' at Boxted in their splendid final colour schemes. Or perhaps one of the two-tone blue over silver schemes, the 56th never fails to inspire. As I finished writing this I received some of Gerry's latest offerings; replacement fuselage halves for the P-47 bubbletop. This at least means less scribing and engineering when it comes to my next 56th Thunderbolt!

Paul Carroll

Note: Jerry Rutman products are hand-made and therefore only available directly from him. Please contact him at HC88 Box 38, Pocono Lake, PA 18347, USA. [Tel: (570) 646 8988] for more details.

Postscript

As is always the case, once you do an update to an old kit a brand new one is announced. Therefore it is no surprise to add this footnote to this article and advise our readers that two all-new toolings of the P-47D have been announced for 2003 by Panda Models!

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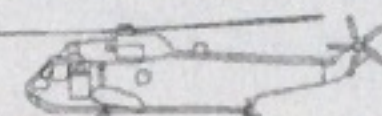
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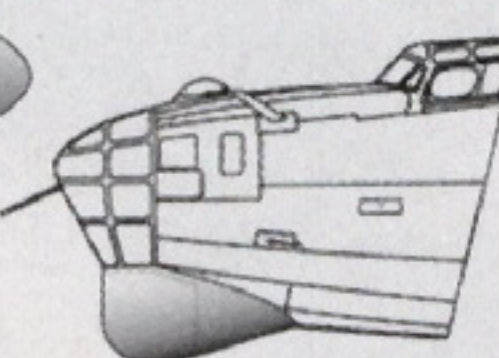
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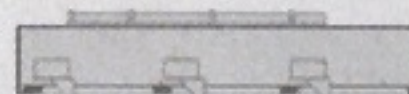
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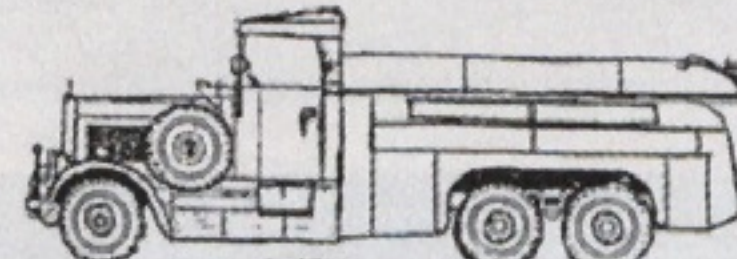


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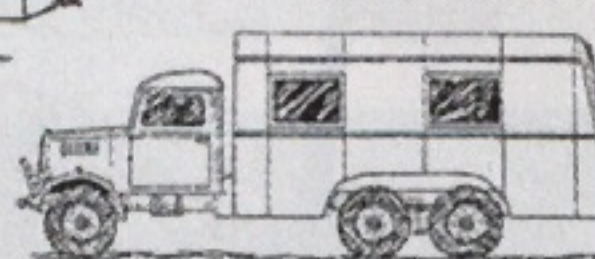
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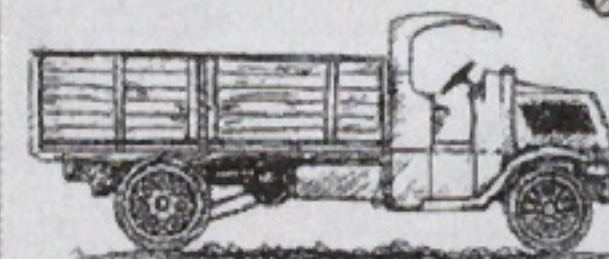
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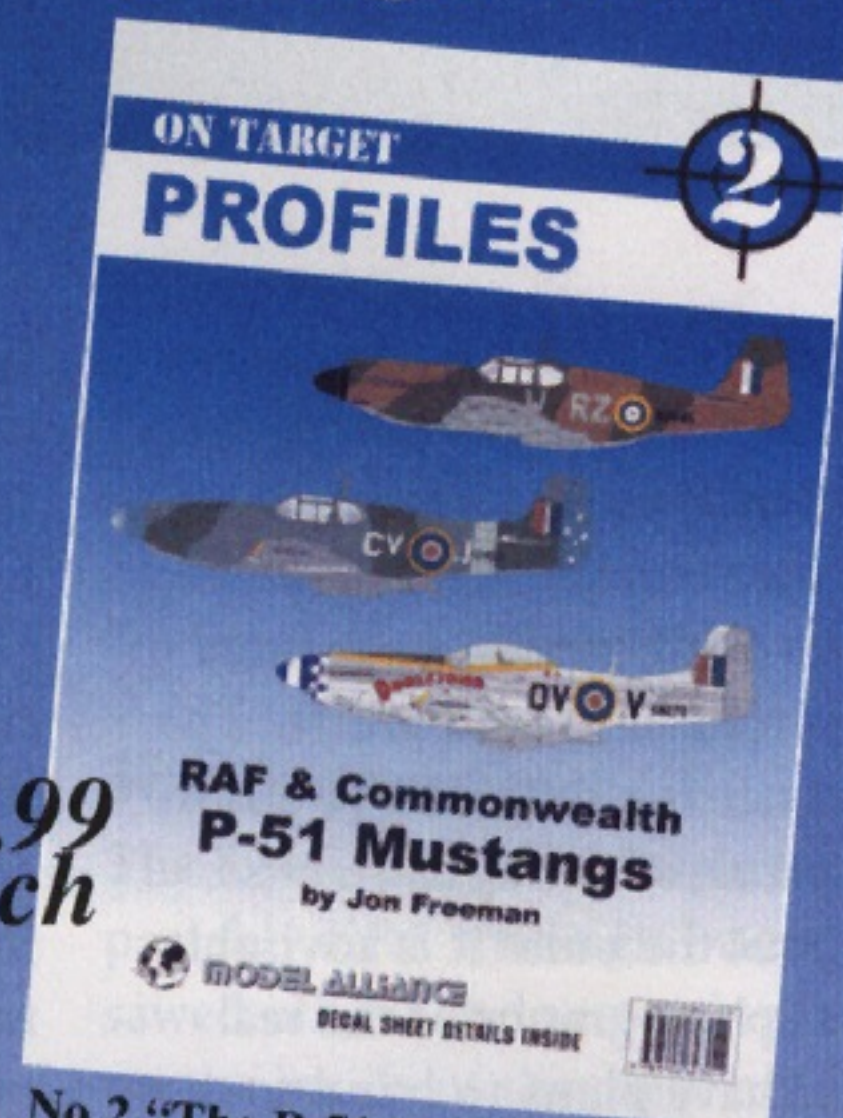
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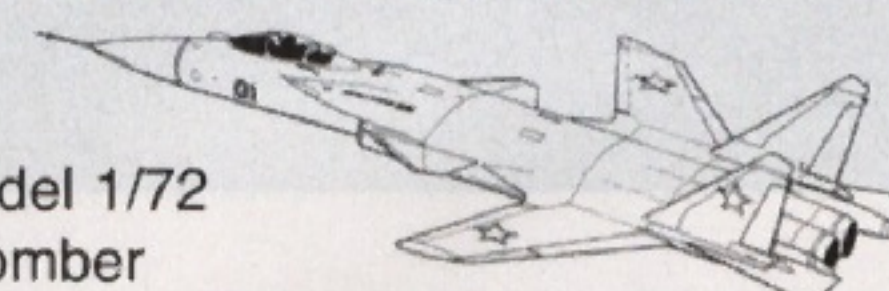
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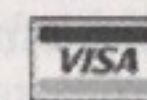
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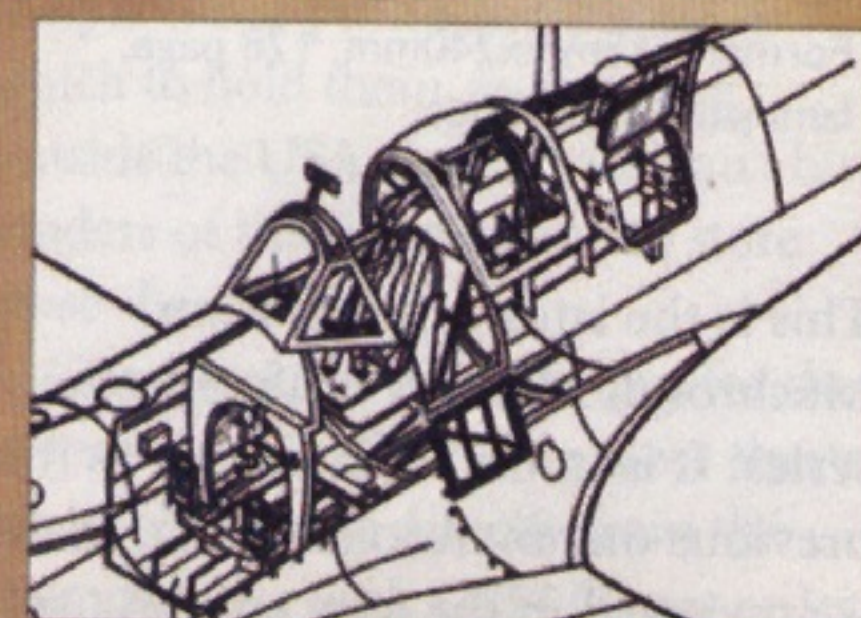
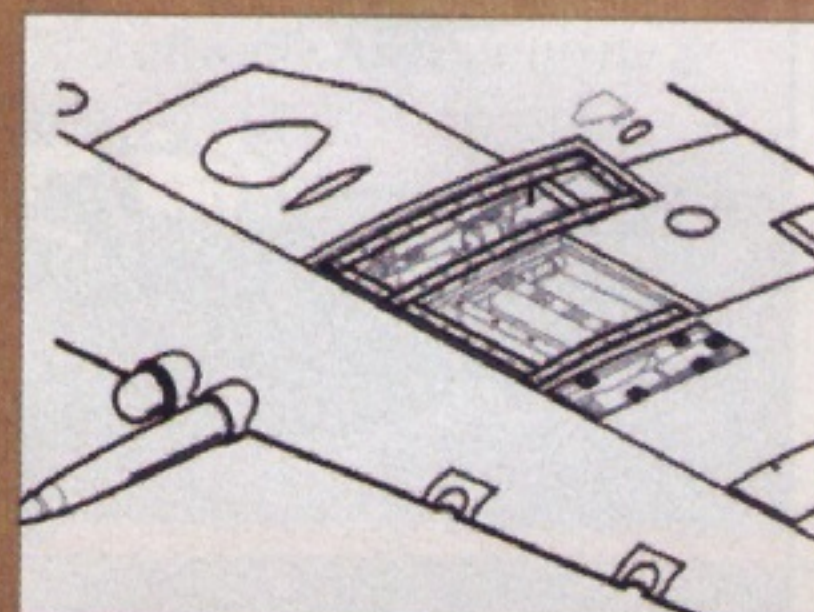


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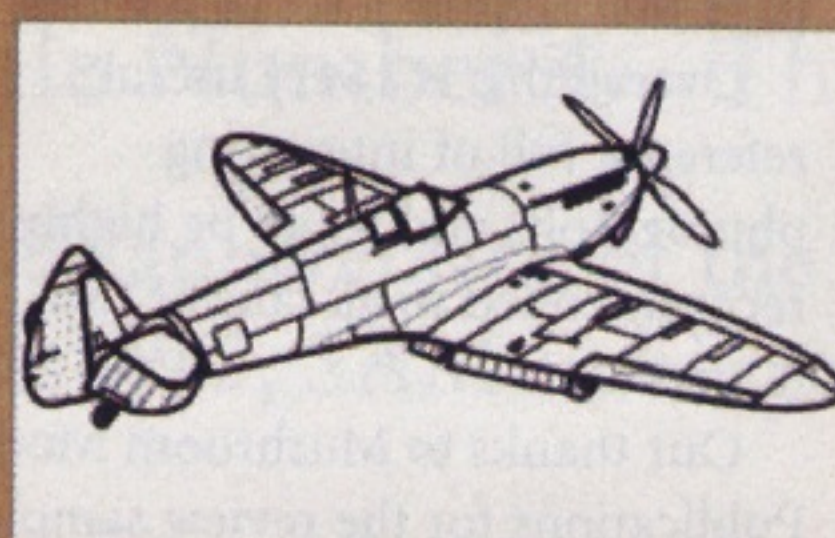
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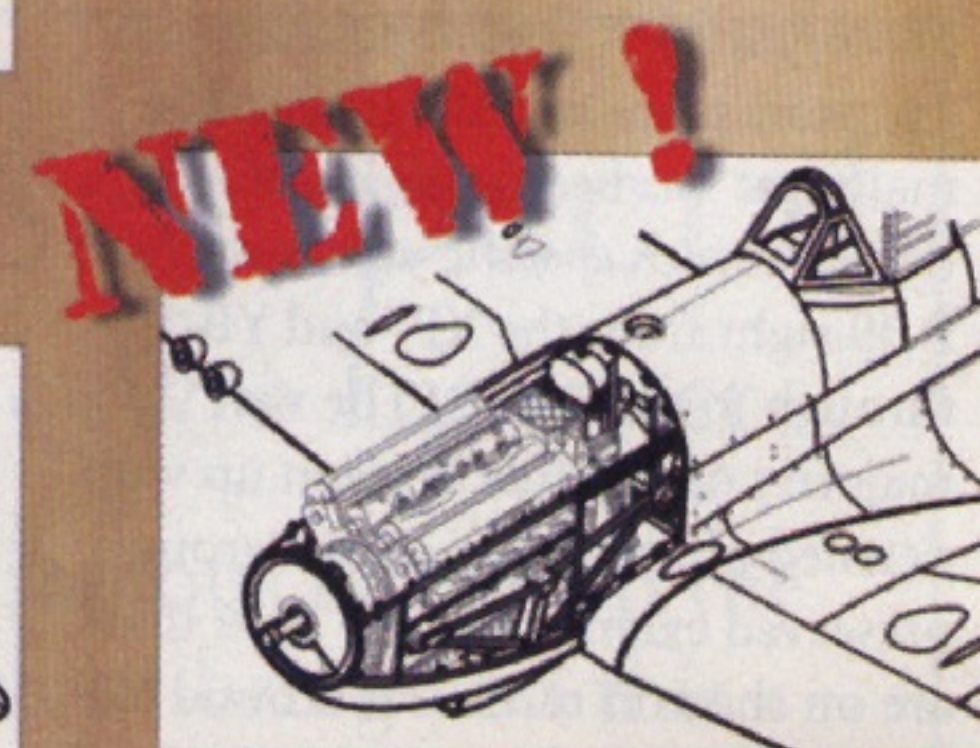


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book of the month

JG301 'Wilde Sau'

by M.J. Murawski & P. Neuwerth

Price: £TBA

ISBN: 83-89088-80-0

Publisher: Kagero

Format: 170mmx240mm, 84 page, laminated card cover

This is the latest title from Kagero and it is offered with both English and Polish text. As is the 'norm' with titles from this publisher, this edition comes complete with a free decal sheet printed by Techmod. This sheet offers seven options for the Fw 190 and Ta 152 in both 1/48th and 1/72nd scales.

The title itself deals with the operational career of JG 301 and has been split down into separate chapters that deal with a certain stages in the group's career. The first chapter deals with the adoption of the Wilde Sau interception tactics and the setting up of JG 301. This is

followed by chapters dealing with daylight defence of the Reich, 1945, the top-scoring 'elite' of JG 301 and the Geshwader and Gruppe commanders. Each of these chapters is well illustrated with period black and white photographs, and these include shots of both the aircraft (axis and allied) and the men who flew them. There is a set of fold-out colour profiles in the centre depicting a Fw 190A-8 and a Ta 152H-1 and these are supplemented with profiles of two more aircraft (Fw 190s or Ta 152s) on the inside front and back covers.

Another great little title in the series, well suited to the aviation enthusiast and modeller and highly recommended to all Luftwaffe fans.

Our thanks to Kagero for the review sample.



bookshelf

Bell P-39 Airacobra

by A. Juszczak & R. Peczkowski

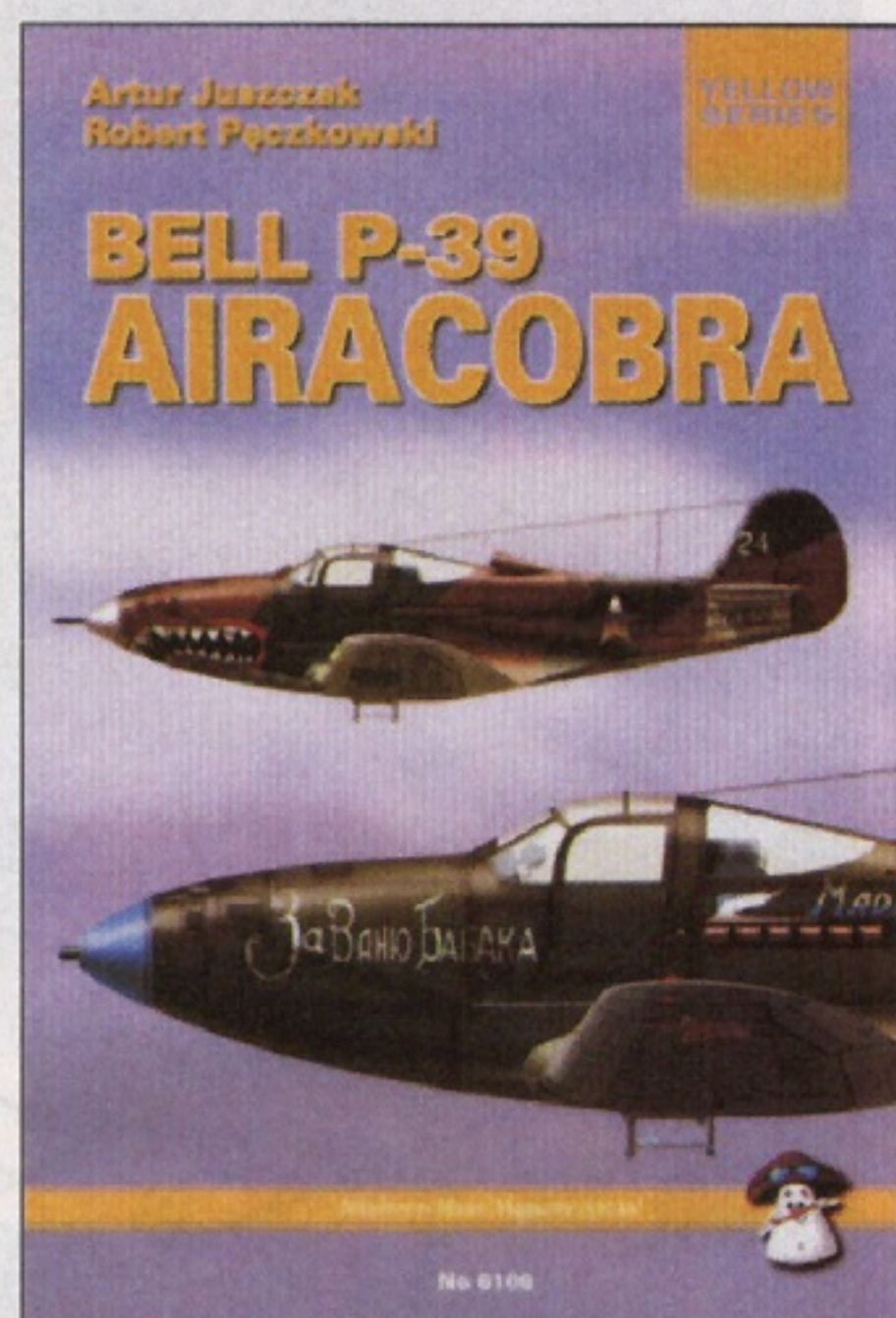
Price: £9.99

ISBN: 83-916327-9-2

Publisher: Mushroom Model Publications

Format: 165mmx240mm, 128 page, laminated card cover

This is the latest 'special' from Mushroom Monthly in their 'yellow series'. It is in the same format as the previous one on Adolf Galland that we reviewed in the May edition (Vol 9 Iss 5). All the text etc is in English and the title combines this with a large number of period black and white photographs, colour photographs of preserved examples and scale plans and diagrams. The main text has been split into sections that deal with specific versions of the P-39 right from the XP- and YP-39 through to the P-39Q. The vast majority of this title is taken up with detailed photographs in and around preserved examples of the P-39 that are on show in museums around the world. These include the 'unrestored' example on display in Finland as well as flying examples in the USA. All of these images have been mixed in with diagrams and sketches covering certain aspects of the airframe. There are no less than twenty-four pages of colour profiles towards the back of



this title, so with two images per page that is quite a lot of profiles!

Overall this is a very useful reference full of interesting photographs and it can be highly recommended to all fans of the 'Cobra'.

Our thanks to Mushroom Model Publications for the review sample. UK/European modellers can obtain this title from the publisher while North American modellers can get copies from MMD and Australian modellers can purchase a copy from Platypus Publications.

The 464th Bomb Group In WWII

by M. Hill & B. Karle

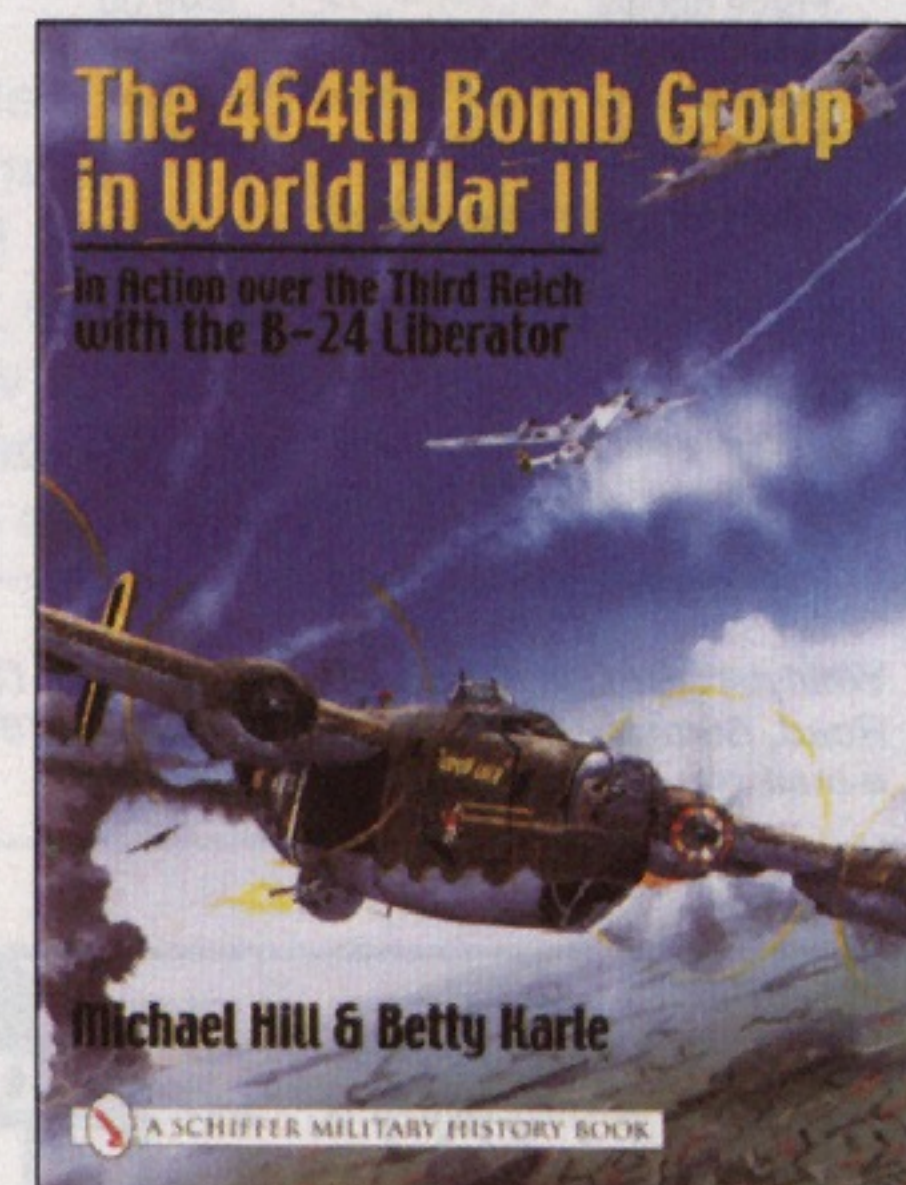
Price: \$59.95

ISBN: 0-7643-1628-1

Publisher: Schiffer Publishing Ltd

Format: 220mmx285mm, 264 page, hardback cover with separate dust jacket

This is another massive historical book from Schiffer. As the title states, this is a book all about the 464th Bomb Group in WWII, but more specifically than that, this book deals with the group's use of the B-24 Liberator in operations over Germany during that period. As you would expect the narrative is broken down into 'time segments' dealing with specific stages and events in the group's history. This starts with a chapter dealing with their initial training in the USA. This is followed by another chapter that deals with their flight across the Atlantic to the UK. The third chapter deals with their initial operations and this is followed by a chapter dealing with operations through the autumn of 1944. The winter period of 1944/1945 is covered next, and finally the last stages of the war in Europe and the end of the Third Reich are covered in chapter six. Repatriation of the troops



through Project Green is covered in chapter seven and this is followed by a massive photographic section, plus colour profiles of some of the group's aircraft, target maps and a complete mission list.

Phew, what a title! This is certainly a must for anyone interested in the bombing offensive by the USAF in WWII, as well as fans of the USAF in general. It may be expensive, but most good things in life are!

Our thanks to Bushwood Books for the review sample.

F-4 Phantoms of the USAF Reserve & Air National Guard

by Don Logan

Price: \$69.95

ISBN: 0-7643-1627-3

Publisher: Schiffer Publishing Ltd

Format: 220mmx285mm, 304 page, hardback cover with separate dust jacket

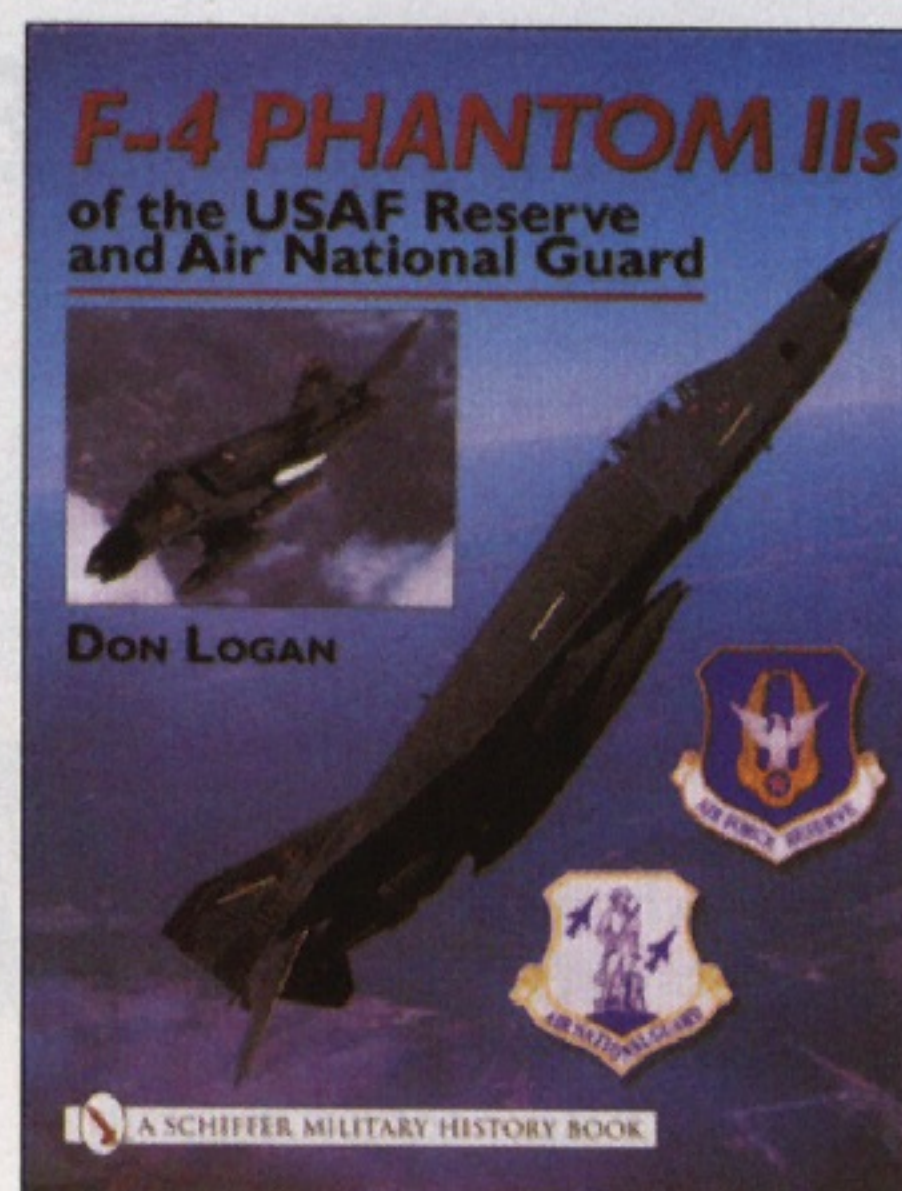
This title does not deal with the F-4 in a technical or truly 'historical' basis, this is a book that charts the histories of the Reserve and Air National Guard units that operated the type. It is an extensive work, with each chapter dealing with a squadron/wing that operated the type and that is then further broken down into that squadron's usage. The Reserve units covered include the 893rd TFS (482nd TFW), 465th TFS (507th TFW), 89th TFS (906th TFW), 704th TFS (924th TFG) and

the 457th TFS (301st TFW). The Air National Guard squadrons covered include the 106th TRS (117th TRW), 160th TRS/160th TRS (187th TRG/187th TFG), 184th TFS (188th TFG), 194th TFS (144th FIW), 196th TFS/TRS (163rd TFG/TRG), 121st TFS (113th TFW), 128th TFS (116th TFW), 199th TFS (154th Composite Group), 190th TRS/FS (124th TRG/FG), 170th TFS (183rd TFG), 163rd TFS (122nd TFW), 113th TFS (181st TFG), 127th TFS (177th TFG), 165th TRS (123rd TRW), 122nd TFS (159th TFG), 171st FIS (191st FIG), 179th TRS/FIS (148th TRG/FIG), 153rd TRS (186th TRG), 110th TFS (131st TFW), 173rd TRS (155th TRG), 192nd TRS (152nd TRG), 141st TFS (108th TFW), 136th FIS (107th FIG), 178th FIS

(119th FIG), 114th TFGS (142nd FIG), 123rd FIS (142nd FIG), 111th FIS (147th FIG), 182nd TFS (149th TFG) and the 134th TFS (158th TFG). The narrative text for each unit is relatively brief as the majority of this title is photographic; all in colour.

This is a huge title in both physical form and content. It is a must for anyone interested in the F-4 or USAF operations in the post-war period. It is not a cheap title, but then this sort of quality rarely ever is - buy one, add it to the F-105 title we reviewed last month and really put some strain on your bookshelf!

Our thanks to Bushwood Books for the review sample. Please note that all the Schiffer titles reviewed



this month, plus all existing titles in the range, can be supplied in the UK and Europe by Bushwood via mail order. Please contact them if you are experiencing difficulty in locating any Schiffer titles. All enquiries from other nations worldwide should be made directly to the publisher.

Our thanks to Bushwood Books for the review sample.

Arado Ar 232

by Dave Myhra

Price: \$29.95

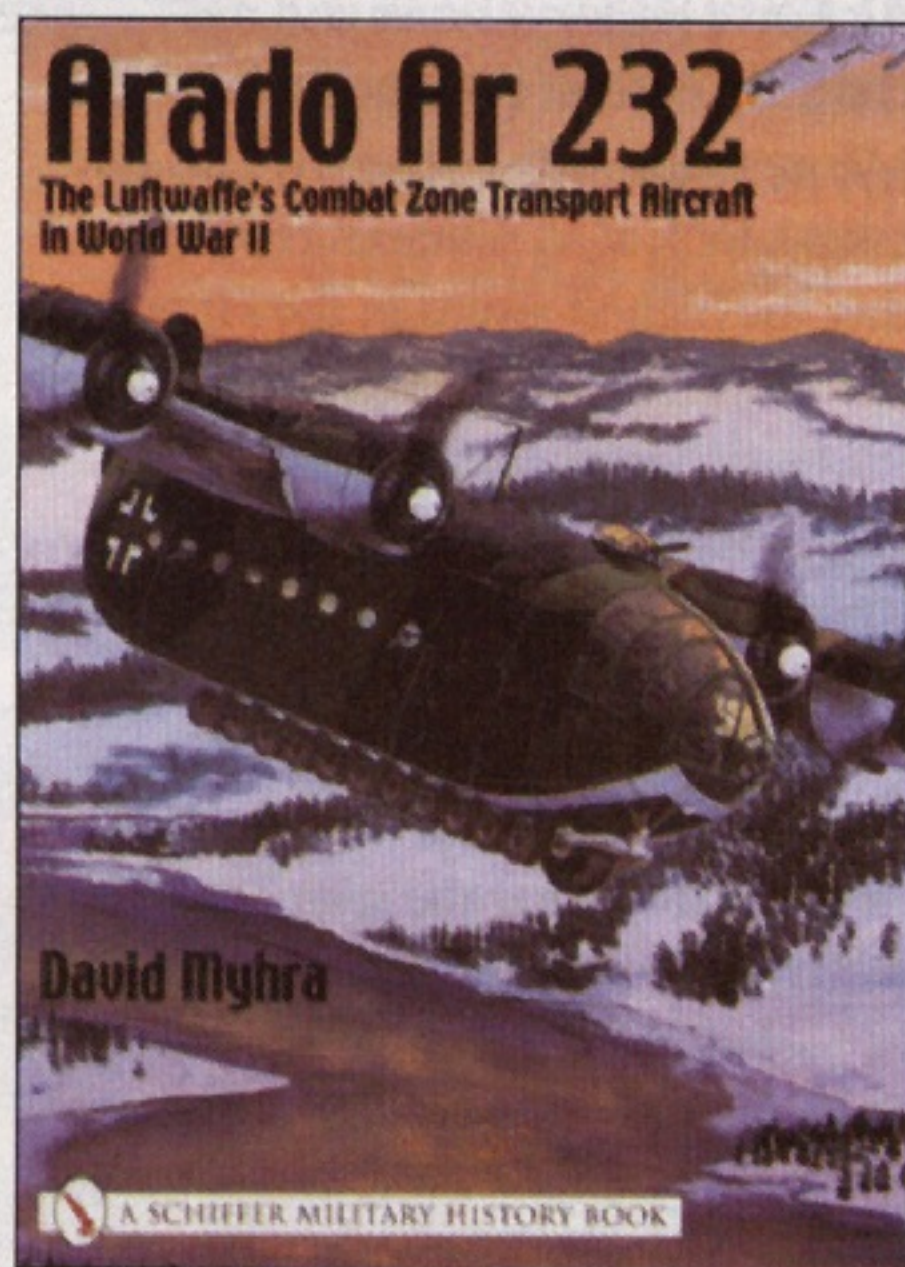
ISBN: 0-7643-1665-6

Publisher: Schiffer Publishing Ltd

Format: 220mmx280mm, 144 page, laminated card cover

This is one of the latest softback titles from Schiffer that deals with a specific aircraft type; in this case the Arado Ar 232. The text is very limited and the bulk of the title is made up of technical data, diagrams and photographs. Every aspect of the types construction is covered, both inside and out. The narrative is limited to dealing with the development of the type from the early pre-production A-0 to the production B series.

This is an ideal title for the modeller, as it is packed with the sort of information that you need. I know the type is not that well served in model form, but this title offers



everything you will ever need to know about it. Great stuff!

Our thanks to Bushwood Books for the review sample.

Colour Charts from Iliad Designs

Price: US\$7.00 (plus shipping)

ISBN: N/A

Publisher: Iliad Designs

Format: 210mmx297mm, 1 page, laminated card

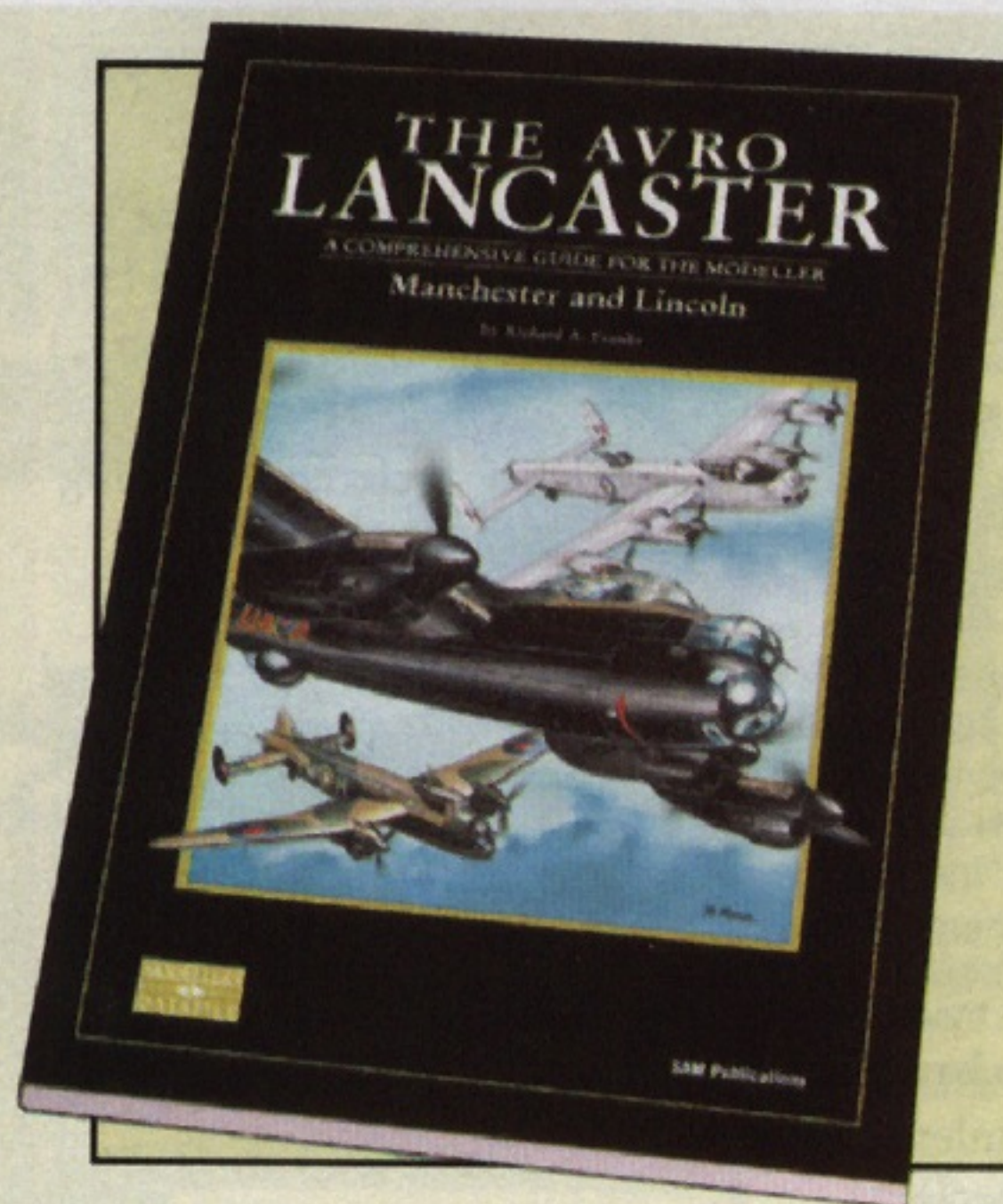


Many of you may remember something similar to these charts being produced by MSAP, well these new charts from Iliad are in the same style and format. Basically what you have is two sheets of card, on one there are colour chips and on the other there are camouflage and marking data and diagrams. The subjects thus far released include the following.

- CC-001 RAF Day Fighters (WWII - Northern Europe)
- CC-002 Luftwaffe Aircraft (early & Mid-War Fighters)
- CC-003 US Trainers (USAAF & Navy, WWII)

These sets are certainly welcome and will assist many of you with a better understanding of the whole subject of camouflage and markings. All I can hope is that the series develops, with more releases, and that the publisher produces a binder in which to hold them, as everyone outside the USA and Canada can't buy binders of the size required to store these sheets!

Our thanks to Iliad Designs for the review samples. Currently these sheets are only available directly from the manufacturer with US\$4.00 per order for shipping.



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Junkers Ju 87 from 1936 to 1945

by H. Leonard & A. Jouineau

Price: £9.95

ISBN: 2-913903-53-3

Publisher: Histoire & Collections

Format: 200mmx240mm, 82 page, laminated card cover

This is the fourth title in this series from French publisher Histoire & Collections and follows on from our review of the previous titles in the March (Vol.9 Iss.3) edition. Basically what you have is a very concise narrative history of the Junkers Ju 87

design both before and during WWII. This is coupled with a mass of colour side profiles and additional artwork, diagrams etc. The narrative deals with each version of the design from prototype right through to the Ju 87G and it also covers one-offs like the C-series. On average there are 28 colour side profiles per type and there are also additional images to cover such things as Gruppe and Staffel markings and standard camouflage schemes for the type. Text is English throughout and the narrative includes

technical data and even a breakdown of the differences between each variant.

Overall an excellent title and one we can heartily recommend to all modellers with an interest in this aircraft type.

Our thanks to Historie & Collections for the review sample. If you experience difficulties in obtaining a copy in the UK or you want to know of stockists contact Chris Lloyd Sales & Marketing Services customer service line on 01202 649950.



AD Skyraider

by Bert Kinzey

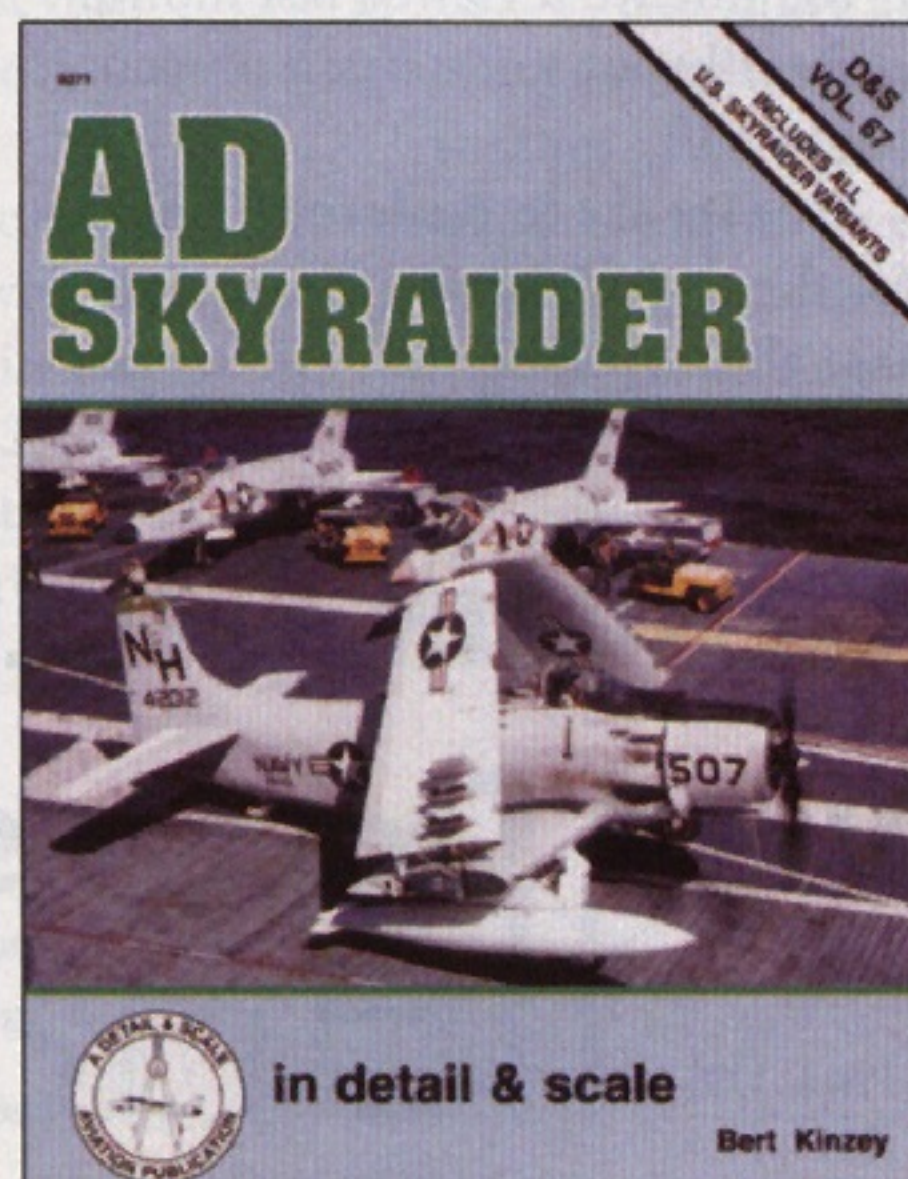
Price: £TBA

ISBN: 0-89747-454-6

Publisher: Squadron/Signal Publications

Format: 215mmx280mm, 80 page, laminated card cover

This is the latest addition to the popular Detail & Scale series, being volume 67. It has been quite a while since we have seen any new additions to this series, so this one is very welcome. The title is in the format everyone associates with this set. It deals with all US Skyraider variants and covers these with a mass of period black and white photographs. These images are both general and detailed, with extensive coverage of areas like the cockpit, wings, undercarriage etc. The narrative is limited and the contents has been broken down to deal with one version per chapter. This kicks off with a look at the design, then looks at other designs that competed against it. Now the narrative moves on to cover each specific sub-variant; AD-1, AD-1Q, AD-2, AD-2Q, AD-3, AD-3Q, AD-3W, AD-3N, E & S, AD-4, , AD-4B, AD-4L & Q, AD-4N, AD-4NA & NL, AD-5 (A-1E), AD-5N (A-1G), AD-5Q



(EA-1F), AD-5S, AD-5W (EA-1E), AD-5 COD & Ambulance, AD-6 (A-1H) and AD-7 (A-1J). As always with a title in this series, the last section is a modellers section. Here a number of Skyraider kits in various scales are built and assessed.

This is an excellent title and one that can be most highly recommended to all fans of the 'Spad'.

Our thanks to Squadron/Signal Publications for the review sample. This range is distributed in the UK by Pocketbond Ltd.

Lentävät Ritarit

by Kalevi Keskinen & Kari Stenman

Price: 32 €

ISBN: 951-98751-4-X

Publisher: Kari Stenman

Format: 170mmx250mm, 144 page, laminated card cover

This is the latest addition to the Suomen Ilmavoimien Historia (Finnish Air Force History) series and it is entitled Lentävät Ritarit, which means Mannerheim Cross winners. This title takes a look at all nineteen recipients of this, the highest award in the Finnish Air Force during WWII. These include ten fighter, four bomber, two bomber/PR pilots, plus one flight leader, one reconnaissance leader and a reconnaissance observer.

Each person is given a separate chapter that charts his service up to and (if applicable) after the award. As always with titles in this series there is a wealth of period black and white photographic coverage, of both men and machines. All the photograph captions are in both English and Finnish, and there is also a summary in English at the back of the book for all the remaining text. Overall half of this book is photographs, and on top of this there are twelve pages of



colour profiles.

Another excellent book, and one that just has to join your collection if you have any of the previous titles in this series. A 'must' for all fans of the Finnish Air Force.

Our thanks to Kari Stenman for the review sample. UK modellers can obtain this title from Ian Allan, The Aviation Bookshop or Midland Counties Publications, while all other enquiries should be made directly to the publisher.

'Lockheed F-104 Starfighter' & 'RAF & Commonwealth P-51 Mustangs'

by J. Freeman

Price: £9.99

ISBN: 0-904643-00-0

Publisher: The Aviation Workshop Publications Ltd

Format: 210mmx297mm, 32 page, laminated card cover

I will deal with both of these at the same time simply because the format and design of each is identical, it is just the subject matter that is different. These are the first in a new series from The Aviation Workshop Publications and they are just as the series title states, a book full of



profiles. Basically what you get is one page of colour side profiles for every page of side and plan profiles. With the P-51 this means there are four side profiles on one page, then two side and two plan profiles on the next, while with

the F-104 title there are five side profiles and the same number of side/plan profiles. Each image is accompanied with an extensive caption listing both the historical

by J. Freeman

Price: £9.99

ISBN: 0-904643-01-9

Publisher: The Aviation Workshop Publications Ltd

Format: 210mmx297mm, 32 page, laminated card cover

data relating to the specific aircraft as well as the camouflage and marking information. The back page is a fold-out, that includes a colour chart with 'colour chips'. The publisher does not claim these to be 'accurate', and we all know that unless a huge amount of expense is taken in



the printing process, there is no way they can be, but they do serve as a useful reference in using these titles.

If profiles are what you need and the subject is what you want, these books will deliver

the goods.

Our thanks to The Aviation Workshop Publications Ltd for the review samples.

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German Aircraft in Russian and Soviet Service 1941-1945

by A. Alexandrov & G. Petrov

Price: \$39.95

ISBN: 0-7643-1676-1

Publisher: Schiffer Publishing Ltd

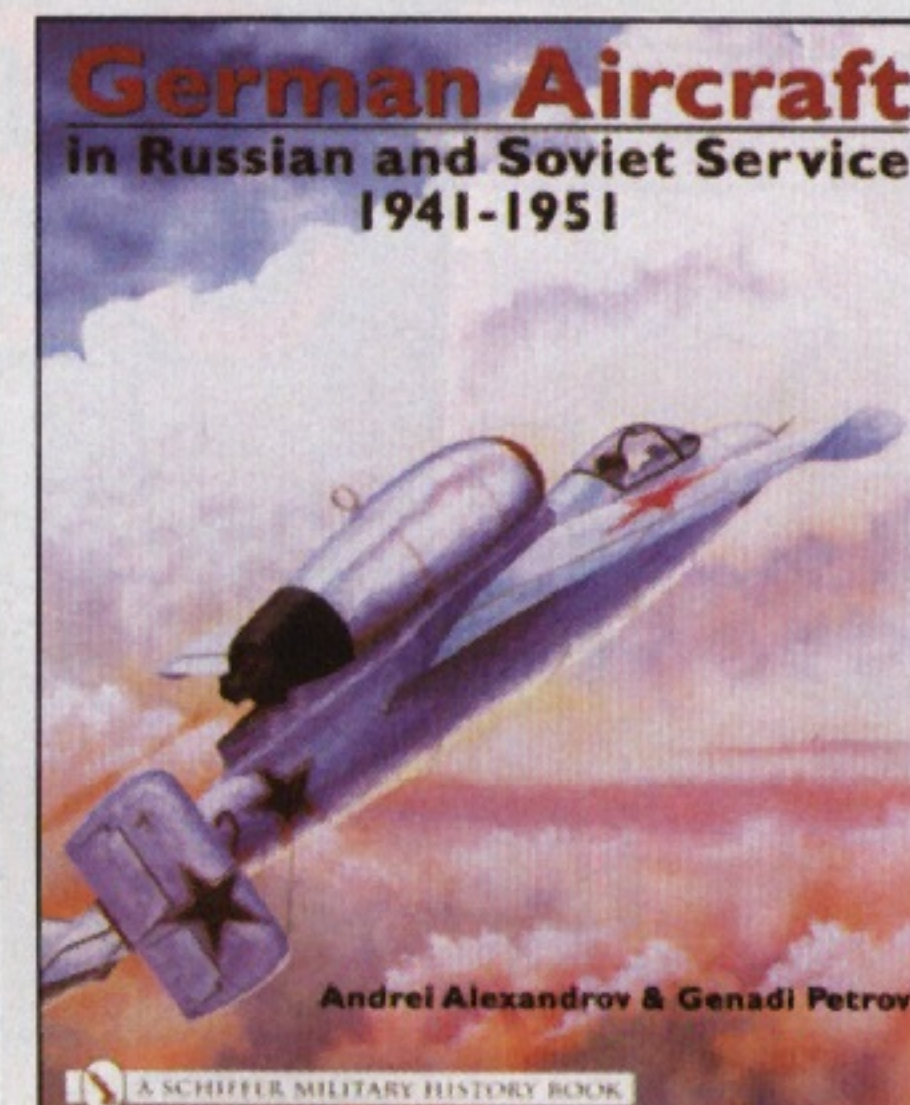
Format: 305mmx230mm, 286 page, hardback cover with separate dust jacket

This is the second in a two-book series dealing with the use of German aircraft by Russia and follows on from last month's review of the first book. This second part deals with the 1941 to 1951 period, and in so doing deals specifically with the WWI period. There are no real 'chapters' as such, as the coverage is continual and seems to be simply broken down into aircraft types in photographic form with

expensive captions but very limited narrative. The coverage starts with the Bf 109, then goes on to cover the He 112, Me 410, Si 204, Ju 87, Do 217, Hs 126, Ju 88, Ju 52, Ar 196, Hs 130, Fi 156, He 111, Fw 200, Fw 190, Fw 189, Ar 232, Bv 138, Go 145 and Bf 110. Most if not all of the machines in this section are captured examples. This is followed by those machines which were captured and either used for display or research purposes or operated by the VVS. These include the Fw 190A and D-9, Fw 200, Si 204, Ju 52, Ju 252, Ju 388L, Bü 181, Do 24T, Me 262, Me 163, He 162, Kranich sailplane, DFS 346,

Junkers EF 131, and Fi 103. Also covered in this section are those designs created in Russia that were obviously influenced by German designs like the Su-12 (Fw 189 lookalike), Su-9 (Me 262 lookalike), the LL-2 which used the swept wing design of the Ju 287 and the EF 150 and EF 152 bombers which were taken from the drawing board in Germany but completed in Russia.

If you are looking for alternative schemes for German aircraft types then this title is just what you need. Also if you are interested in captured and evaluated machines this title is certainly packed with options!



Overall I can highly recommend this to anyone with an interest in German aircraft or specifically aircraft which have been operated or captured by Russia.

Our thanks to Bushwood Books for the review sample.

St.G 2 'Immelmann'

by M.J. Murawski

Price: £TBA

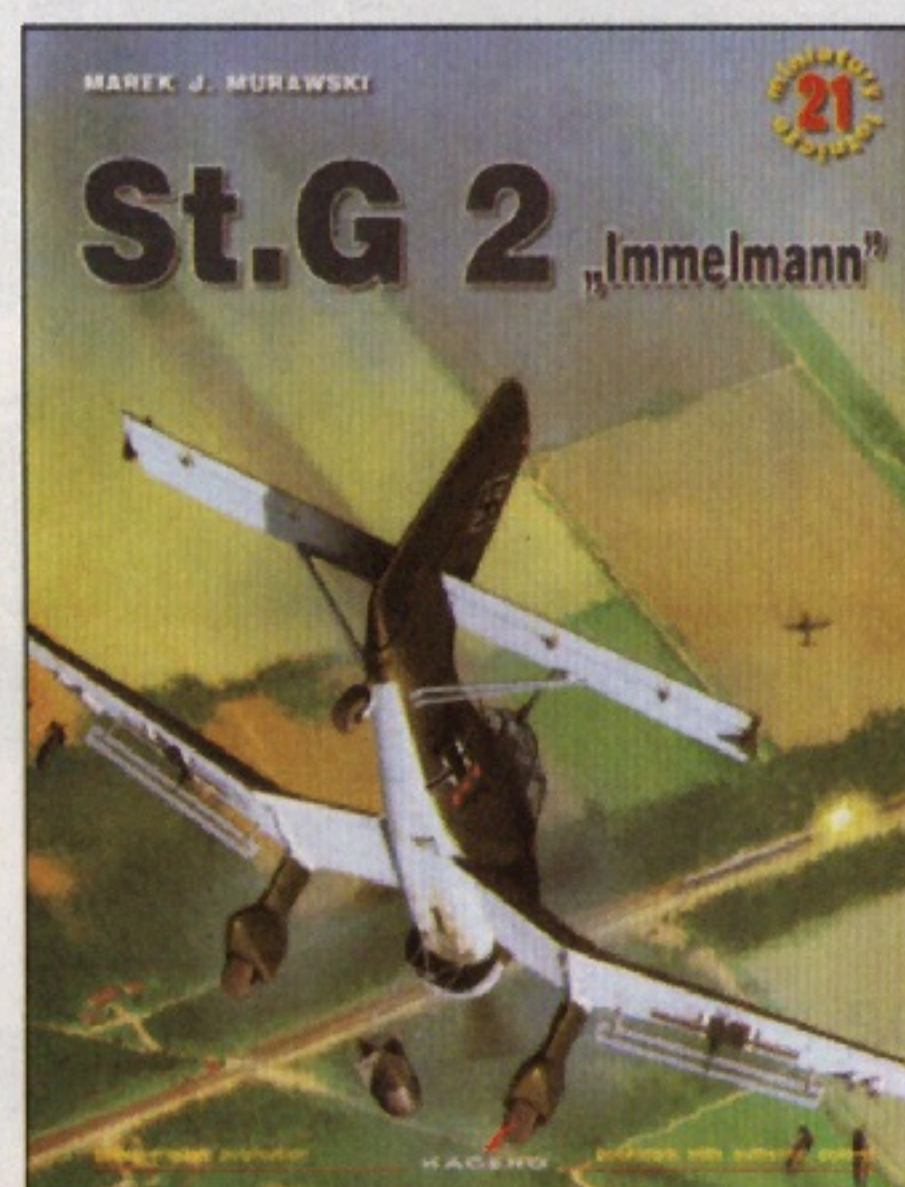
ISBN: 83-89088-95-9

Publisher: Kagero

Format: 170mmx240mm, 92 page, laminated card cover

This is the third new title from Kagero this month and it is once again offered in both English and Polish. There is no free decal sheet with this edition, instead there is another of Kagero's bookmarks with colour chips; in this case RLM 66 & RLM 67 are featured.

The title itself deals with the operational career of St.G 2 throughout WWI. Each chapter deals with a specific period in the group's career. This starts with an introduction that looks at the operations by the group in Russia prior to the onslaught for Stalingrad in 1942. This is followed by chapters dealing with the origin of the unit, operations in Poland, in western Europe, the Battle of Britain, the Balkan campaign, Operation Barbarossa, the top pilots of the group and the Geshwader and Gruppe commanders. You will find that each of these chapters is heavily illustrated with period black and white photographs.



As with previous titles in this series, these photographs include images of both the aircraft and the men who flew them. There is a set of fold-out colour profiles in the centre depicting two Ju 87As and a Ju 87D-5. These are supplemented with more profiles of two more aircraft (Ju 87As, Ds or Gs) on the inside front and back covers.

An excellent title that can be highly recommended to all Luftwaffe modellers.

Our thanks to Kagero for the review sample.

3/202 Kokutai

by W. Pajdosz & A.R. Zbiegniewski

Price: £TBA

ISBN: 83-89088-85-1

Publisher: Kagero

Format: 170mmx240mm, 88 page, laminated card cover

This is another new title from Kagero and it also offered with both English and Polish text. Once again this edition comes complete with a free decal sheet printed by Techmod. This time the sheet just offers Hinomarus in both 1/48th and 1/72nd scales.

The title itself deals with the operational career of 202 Kokutai and has been split down into separate chapters that deal with certain periods in the group's career. The first chapter is by way of an introduction and looks at the attack on Broome, Australia by the group in March 1942. This is followed by chapters dealing with operations in the Philippines, Dutch East Indies, Java, the air war over Darwin, Guadalcanal, attacks on North-west Australia, New Guinea, Truk, the Marianas, Yap and Peleliu. Each chapter is well illustrated with period black and white photographs, and these include shots of both the aircraft (both Japanese and



American) and the men who flew them. There is a set of fold-out colour profiles in the centre depicting a P-40E of the 17th Pursuit Squadron, plus two A6M zeros of the 202 Kokutai. These are supplemented with more profiles of two more aircraft (A6Ms, C5M2 & Ki-46-II) on the inside front and back covers.

An excellent title that can be highly recommended to all modellers with an interest in this theatre of war.

Our thanks to Kagero for the review sample.

No.112 'Shark Squadron' 1942-1945

by A.R. Zbiegniewski

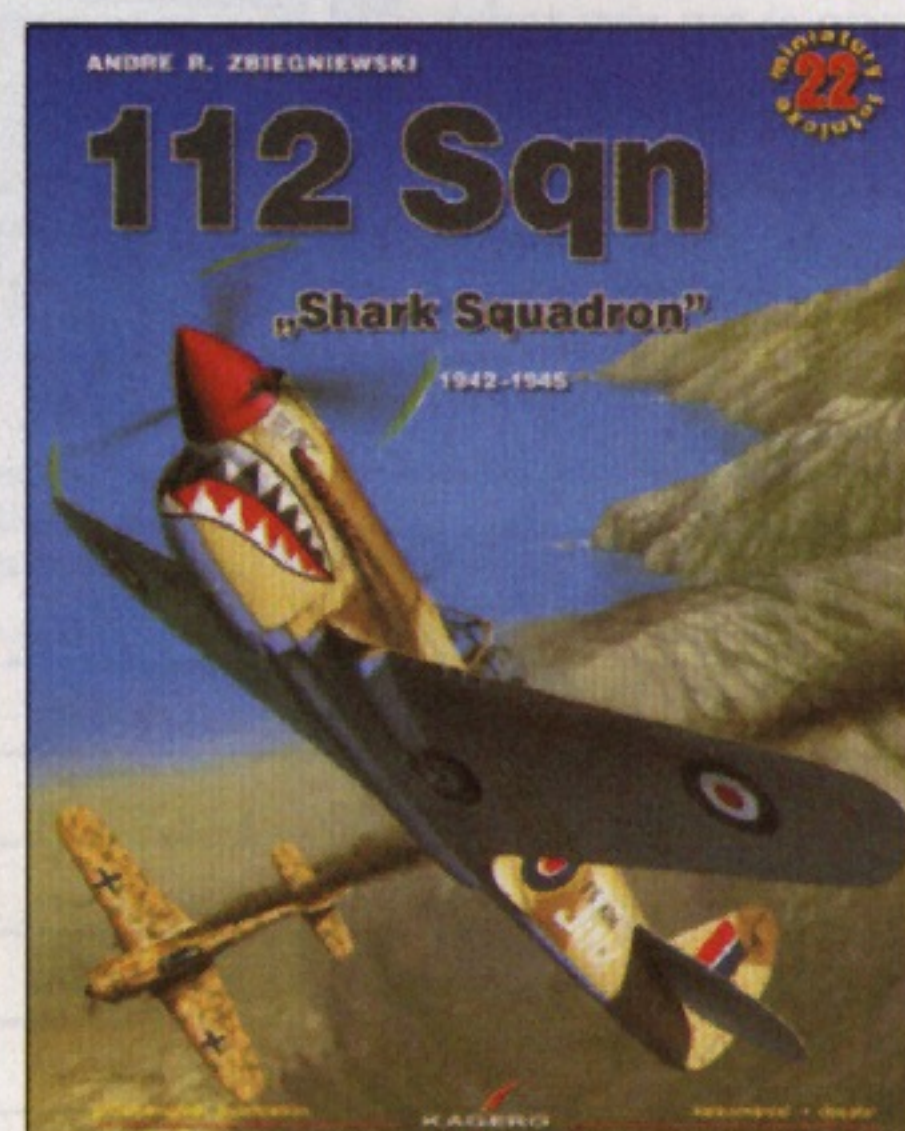
Price: £TBA

ISBN: 83-89088-75-4

Publisher: Kagero

Format: 170mmx240mm, 104 page, laminated card cover

This is the second part of Kagero's coverage of this squadron, the first part being reviewed in the May edition (Vol. 9 Iss. 5). Once again the text is offered in both English and Polish and this time there is a free decal sheet offering codes and serial numbers of a number of the squadrons machines in both 1/72nd and 1/48th scales.



The coverage deals with No.112 Squadron during the 1942 to 1945 period and therefore includes operations with the P-40 Kittyhawk, N.A. P-51 Mustang and even touches on the squadron's use of the Vampire F Mk 1. Within the title the narrative splits this period of operations into three areas; the offensive in North Africa, Tunisia and Italy. These are followed by chapters dealing with the use of the Mustang by the squadron and another that looks at the top scoring aces of No.112. Each chapter is well illustrated with period black

and white photographs, mainly of the machines (including enemy machines captured by the squadron), but also of the pilots etc. There are two sets of fold-out colour profiles that include two Kittyhawk IVs and a P-51C and P-51D. These are supplemented with profiles of two Kittyhawk Mk IAs, three Kittyhawk Mk IIIs and a P-51C on the inside front and back covers.

This is another good title in the series, well suited to the modeller and pure aviation enthusiast. The information, photos and colour side profiles make it worth adding to any RAF fan's library.

Our thanks to Kagero for the review sample.

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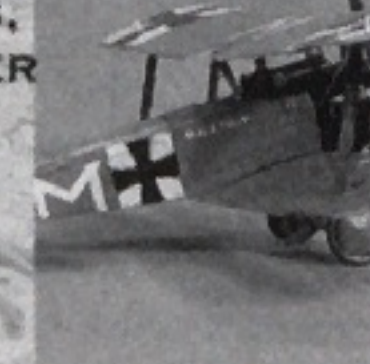
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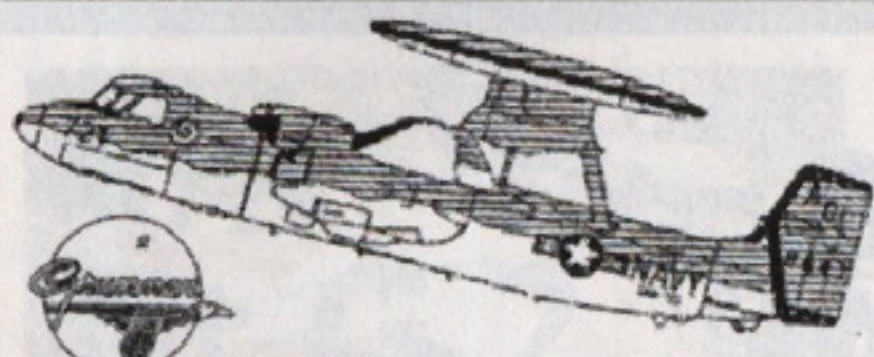
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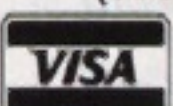
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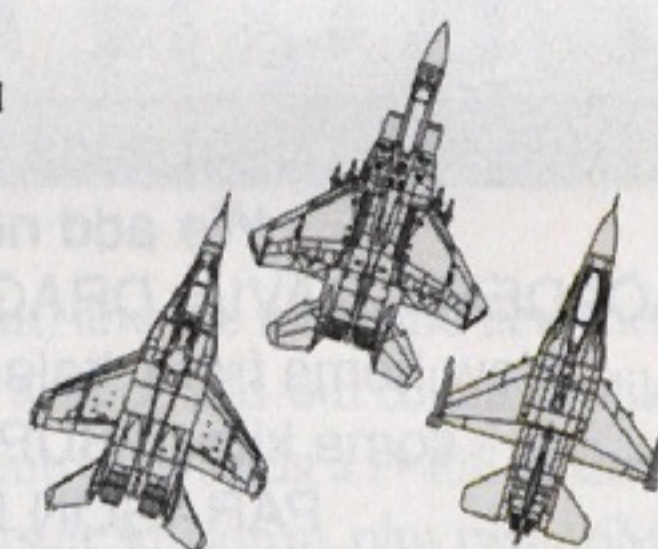
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Half price sale

Mostly 1/72nd, all types, including accessories & decals. For lists Tel/fax: 01244 811528, Email: amercoline1@aol.com or write to: R Rogers, 73, Golfryn Drive, Deeside, CH5 4BQ.

Low price kits

Mostly 1/72nd scale aircraft, and reference books for sale. SAE for list to J. V Plumb, 10 Kingston Road, West Bridgford, Nottingham. NG2 7AQ.

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For sale. Various scales and subjects. Send SAE for list to G. Hughes, 25 Main Street, Thornton, Coalville, Leics. LE67 1AF.

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Mostly 1/48th WWI, WWII and post-war RAF, RNAS/FAA aircraft. A few 1/72nd offerings. Large SAE to G Davies, 2 Barr Rd, Potters Bar, Herts, EN6 5PG

Expand your archive!

Air Enthusiast/Air International Monthly Magazine, volumes 1-52 (312 issues) plus indices volumes 1-32 VGC. Buyer collects, offers to Alan Tel: 01737 351018.

Loft clearance

From period 1970 to 1990. Magazines, plans, decals, white metal items plus 1/72nd military aircraft kits. SAE list to G. Lewis, 16 Gwaelod-y-Bryn, Llanidloes, Powys, Wales. SY18 6ER.

WANTED

Decals required

Eagle Strike Productions sheet No. 48040, Specifically the pilot's names (Capt.s Knutson and Derath) and call signs. Good price paid or will swap kits. E-Mail: Grife12@hotmail.com or call James on 07811 894 524.

Handicapped 10 year old

Looking for unwanted metal aircraft in 1/72nd or 1/48th scale of B-17 USAAF & Lancaster. Most types WWII/1950s & 60s. Plastic also considered. Any decals for most aircraft above. Ian Cameron, 38 Thortsby Rd, York.

Model Builder

Will you build my Silver Cloud 1/48th Martin-Baker MB5 limited run injection moulded plastic kit? Please contact Mr F. W. Crawley, 4 The Hexagon, Fitzroy Park, London N6 (or 020 8341 2279) with your proposal. Near London builder preferred.

Dekno 1/72nd conversion

For the Dornier Do 24 or plans for the engines of the Dutch K boats. Tel: 01223 500895 or e-mail: b.prior@ntlworld.com.

Looking for old copies of Warlord

Battle (Battle/Action) and Victor comics, plus annuals and summer specials of the same and Commando/War Picture Library etc comic books. Any amount, good prices paid, so check your lofts! Contact the editor at PO Box 426, Bedford. MK43 0WF, or email me at SAMed@compuserve.com

Superscale 72-434 BAe Hawk

Hi-Decal Line HD72007 Gazelle. Please contact P. Markham, PO Box 182, York, YO24 2WR or e-mail: ptmrkhm@aol.com

Decals for 1/32nd scale

Bf 109G-6/R6 20mm MG151 cannon, 'Defence of the Reich' Contact Adam 01904 619321.

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Russian vac-form kits

In 1/72nd: I-2bis, I-3, I-4, I-5, I-7, I-180, I-185, I-14, SPL, R-3, R-6, R-Z, TB-1, I-Z, Pyry, Vihuri, Fokker C. X, Yak-25, Su-5, Su-9, La-168, La-160, Bisnovat 5-2, Hs 132, A-12, SK-2, SH, IP-1, E-812 and others. Contact Evgeny Bobkov, Novaya Zarya 17-11, 630110, Novosibirsk, Russia.

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Seeking copies of scale plans

Of Fairey Firefly F.1 (specifically the rocket equipment) Contact Andreas Frank, Untere Dorfstr. 7, 04657 Narsdorf, Germany.

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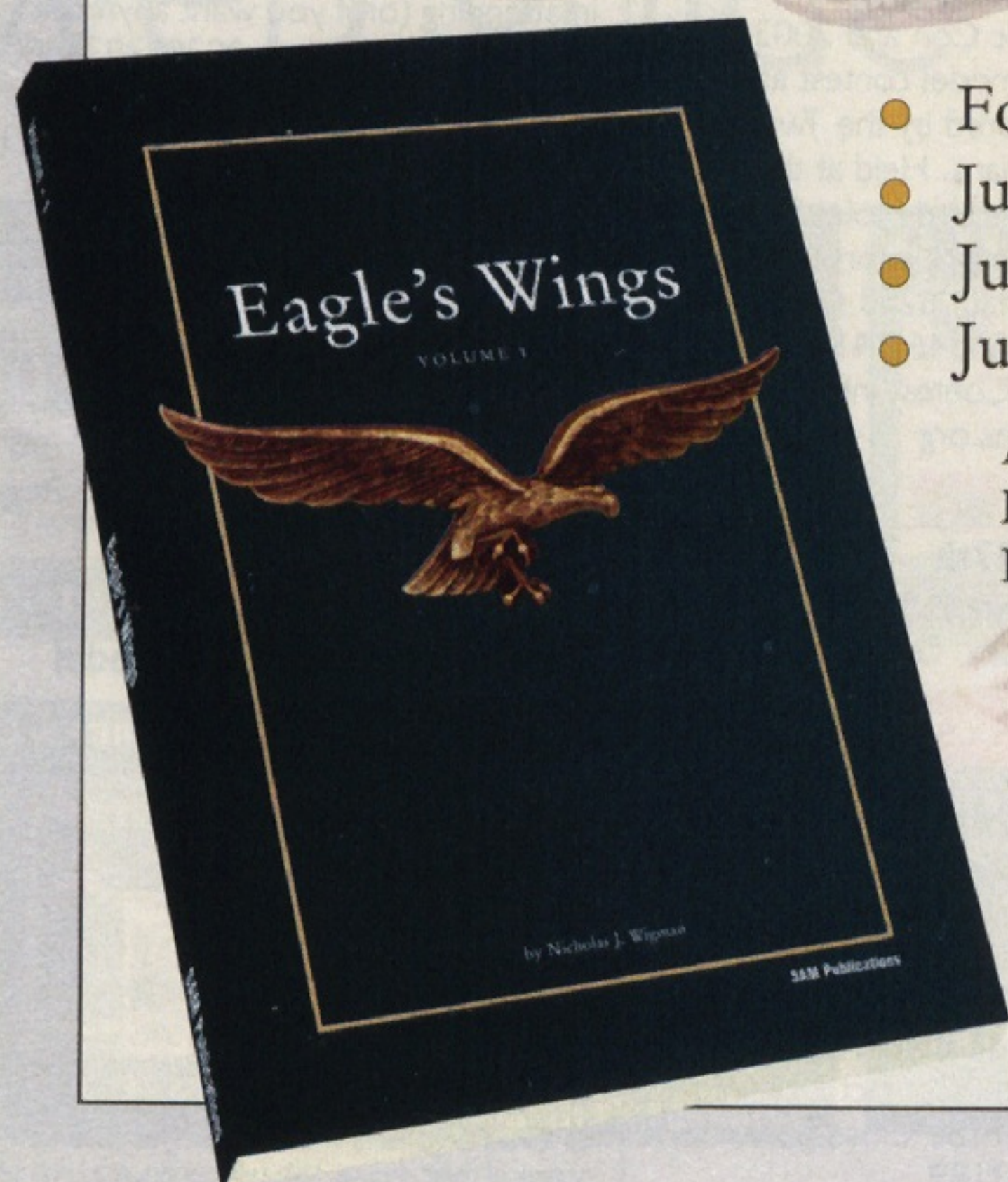
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events diary

● July 5 & 6th

Grosse Ile Air Extravaganza at Grosse Ile Michigan Municipal Airport (ONZ)
Website: www.greatlakesairshows.com

● July 6th

Fort Full of Models. Model Kit Show and Military Vehicles. Newhaven Fort, Newhaven, East Sussex. IPMS Sussex, Tel: 01444 457 382

● July 12th & 13th

Hartlepool 2003 hosted by IPMS Durham at the Borough Hall, The Headland, Hartlepool, Cleveland. 10am to 4.30pm. For information ring Paul Bowden on 0120 7545667 or Brian Watt on 0191 2291067.

● July 20th

Model Mania and Wallingford IPMS Show at Cholsey School, nr Wallingford, Oxon. 10am to 5 pm. More information from 01491 652295 or 01491 652536 or visit www.cholseymodelmania.co.uk

● August 9th

The Nelson Model Show, Fort Nelson, Fareham, Hampshire. 10am to 5pm. For information contact 01202 692999 or visit www.eventsthatwork.com

● August 9 & 10th

Thunder over Michigan at the Willow Run Michigan Municipal Airport (YIP)
Website: www.yankeeairmuseum.org

● August 16th August

IPMS-Phoenix Craig Hewitt Chapter, 2003 Annual Model Contest & Vendor Fair. 9am - 5pm at the Hilton Hotel, 1011 West Holmes Ave., Mesa, Arizona, USA. For more information, see www.ipms-phx.org or Email Jim Baker at panyasama@earthlink.net

● August 17th

IPMS Avon 14th Annual Model Show at Yate Leisure Centre, Kennedy Way, Yate, Bristol. For more details Tel/Fax Phil on 01454 850119, or Email: IPMSAVON@aol.com

● August 17th

Redhill Airport Fly-In and Aeronautical Collectors Fair. 10am Redhill Airport, Surrey. For Info phone/fax 01737 822200

● August 31st

IPMS Bampton 2003 Annual Show at the Priory Centre, St Neots, Cambridgeshire. Open to the public from 10am to 4pm. Admission £1 for adults, free for students, children and senior citizens. For further information contact Sam Bratby on 01487 830689 or sambratby@supanet.com.

● September 20th

Model Wheels at the Holiday Inn Telford, Shropshire. 10am to 5pm. Enquiries to Tel/Fax: 01588 660706

● September 21st

Capcon 2003 at Nepean Sportsplex Salons A and B, 1701 Woodroffe Avenue, Ottawa, Canada. Contact capcon2003@hotmail.com or visit <http://www.ipmsottawa.ca>

● September 21st

IPMS Farnborough Modelfest 2003 at Frogmore Community Campus, Yateley, Hampshire.

● September 21st

ROCON 24 hosted by The Historical Scale Modelers Association, IPMS, Rochester NY USA. A model show/contest from 10am until 5pm. The theme for this year's show is 'Great Movies-Great Models'. ROCON 24 will be held at the 40 & 8 Club, 933 University Avenue in Rochester. For more information, call Jim Klock (585) 385-3899 or Email: jklock1@rochester.rr.com

● September 26th-27th

Fifth Annual Nordic Con and 2003 IPMS USA Region Five model contest and convention sponsored by the Twin Cities Aero Historians. Held at the Mall of America Thunderbird Hotel Friday and Saturday. For more information contact Steve Hustad, 6253 Ginger Dr., Eden Prairie, MN 55346-1418, or shustad@isd.net. Contest information at www.aerohistorians.org

● September 27th

Shoreham Aeromart at Shoreham Airport, West Sussex. Gates open at 10am.

● September 28th

St Edmundsbury Scale Modellers Show at the Moreton Hall Community Association and Club, Moreton Hall, Bury St Edmunds. Sign posted from the A14. Club and trade stands. Free car park. 10am to 5pm. Contact Dominic Stevenson, 7 Silverdale Close, Ipswich, IP1 4JF. 01473 743189.

● August 17th

IPMS Avon present their 14th Annual Model Show at the Yate Leisure Centre, Kennedy Way, Yate, Bristol. Enquiries from clubs and traders to Phil, Tel/Fax: 01454 850119 or e-mail ipmsavon@aol.com

● 7th September

Model World Romsey, Hampshire, 13th annual model fair organised by Rotary. At Mountbatten School, Whitenap Lane, Romsey, Hampshire. Sunday 10am-5pm. For info, please contact: Nick Campbell-White on 01962 713891 or Alan Hilder 023 8081 1804.

● October 2nd

The Chelmsford and Essex Scale Model Society, in a bid to heighten its profile, it is holding an open evening to which any member of the general public are cordially invited. The open evening is to be held on Thursday 2nd October 2003 at The Cricketers Inn, Moulsham Street, Chelmsford, Essex. There will be a free buffet, raffle, competition (open to all), display of models and a warm welcome for everyone.

● 25th October

JaxCon 2003-Contest and Model Show. University of North Florida - University Center. Contact - Gil Hodges, 904-215-8108, slowhandshodges@aol.com

● November 1st

North Surrey Military Modelling Group Open Day. We will be holding our open day at a new venue, The Thomas Wall Centre, Benhill Avenue, Sutton, Surrey. The area is well served by buses and trains and there is a large car park within 5 minutes walk of the hall. Doors open at 10am, there will also be a competition with all classes open to visitors. Any Clubs or traders interested in attending (or if you want anymore info), call Dus Adele on 02083935480 or email dus.adele@ntlworld.com Second annual convention sponsored by IPMS First Coast-Jacksonville, FL.

● November 2nd

Elsecar Model Show at Elsecar Heritage Center, Wath Road, Elsecar, Barnsley. 10am to 4.30pm. Further details from Martin Blundell 01226 753649 or Roger Evans 01226 203784.

Greater Peterborough Model show:

Contact David Martin 01733 380250

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.



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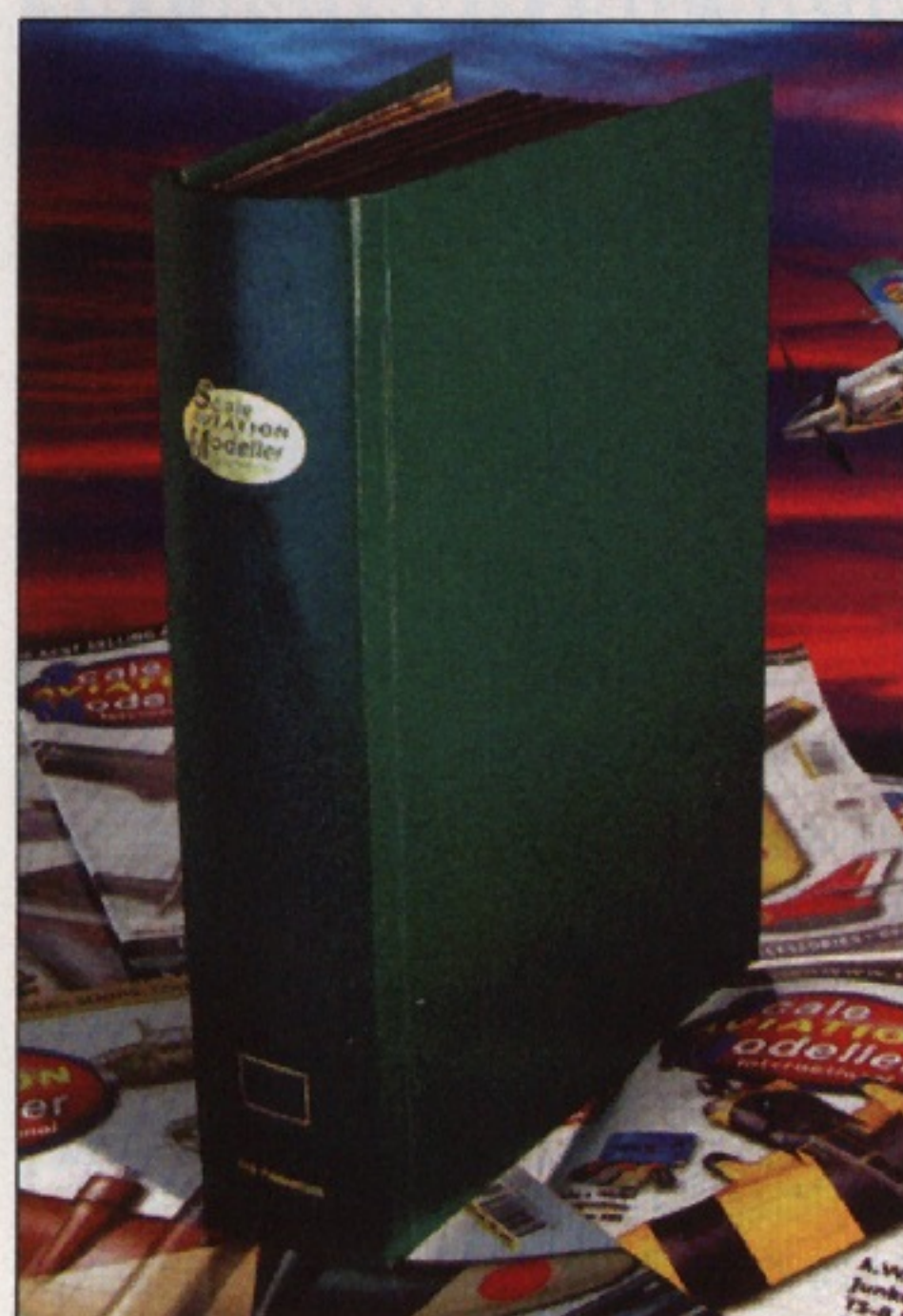
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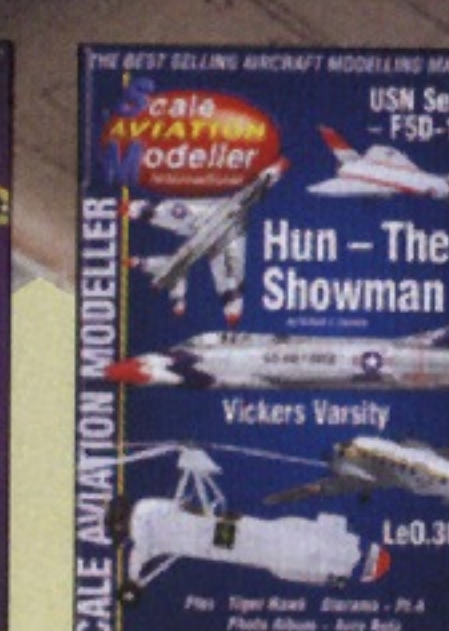
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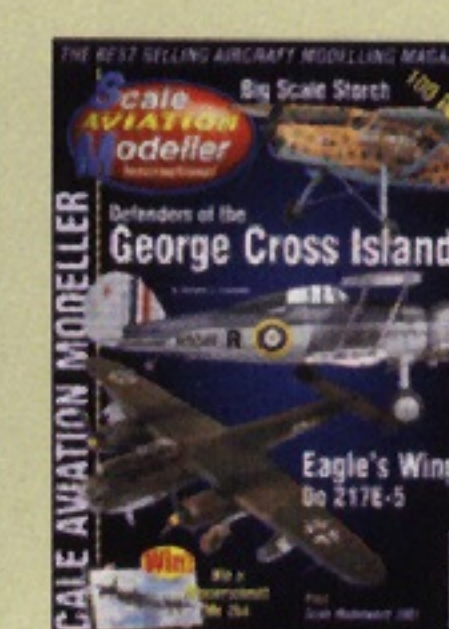
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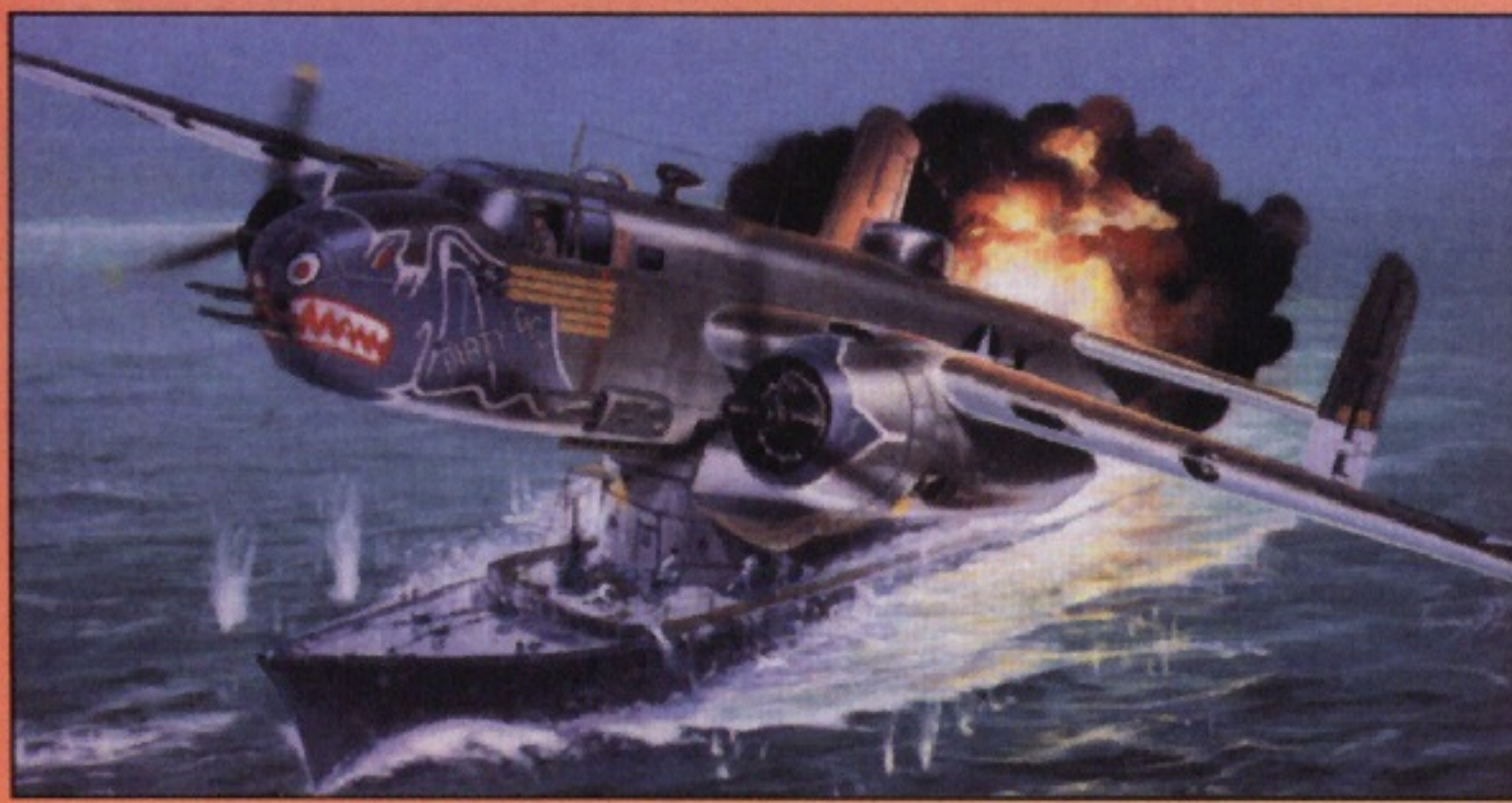
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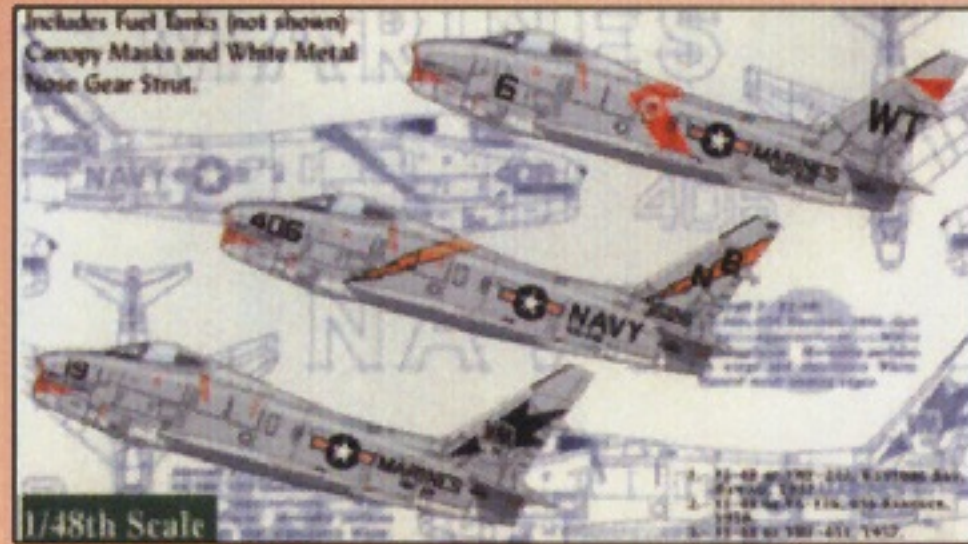
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